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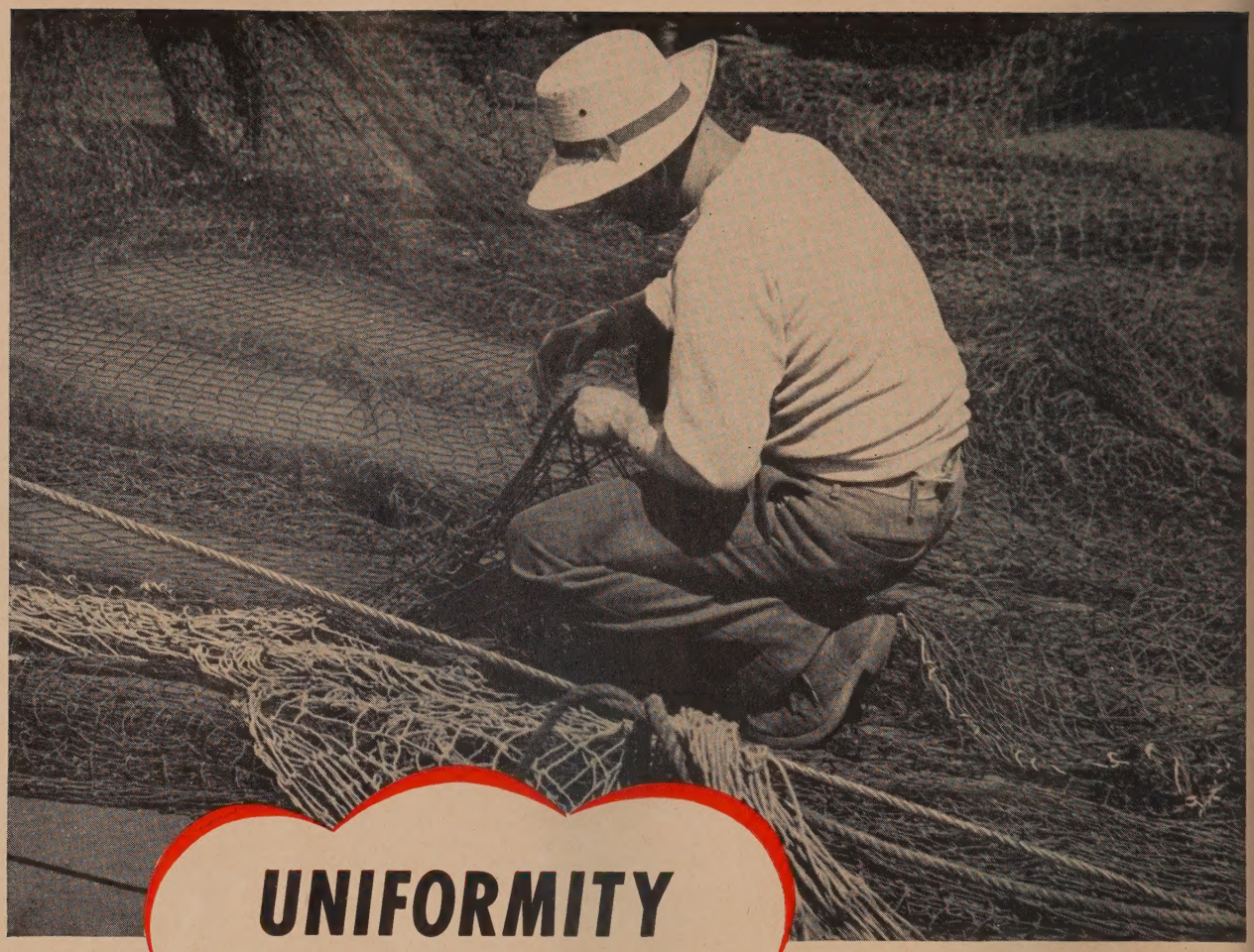

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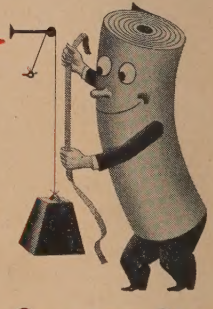

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PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 50 **No. 2**

FEBRUARY, 1952

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LAST MINUTE NEWS SUMMARY

Japanese Establish Council To Handle Tuna Export Problem

Apparently aware of the heat generated in the United States as result of imports of tuna in volume and at prices destructive to the economy of the American tuna industry, the Japanese government has turned over to a private agency authority to negotiate with the American tuna industry in search of a legal understanding which would ease the friction by control of imports.

The Japanese government is said to have assured this private Council on Tuna Exports that it will support with official administrative measures understandings reached by the Council.

Chairman of the Council on Tuna Exports is T. Takasaki, a leading Japanese industrialist and businessman, who has represented the Japanese fishing industry before in discussions with American interests.

Packing Frozen Fried Oysters

A new product of the Pacific sea food industries—frozen fried oysters—was announced just at presstime by Ivar Wendt, Seattle seafood distributor, who is a principal in Pacific Pearl Frozen Foods, Inc., which is freezing the fried oysters in the plant of the South Bend Oyster Co., South Bend, Wash. Operations are in charge of Lynn McKee, a widely known food technologist.

In addition to the ready-to-serve fried oysters, the Pacific Pearl line will include frozen breaded oysters. Both products will be packed in 10-oz. consumer cartons, and will be on the market early in February.

Bristol Bay Nets Not Cut

Acting well in advance of issuance of the formal regulations, the Fish and Wildlife Service headquarters have announced that it has been decided not to reduce the maximum length of Bristol Bay gillnets, as proposed by the Service last fall.

The industry generally opposed the shorter nets, holding that they would not be effective as a conservation measure, in that the reduction in length would result in increased numbers of boats employed.

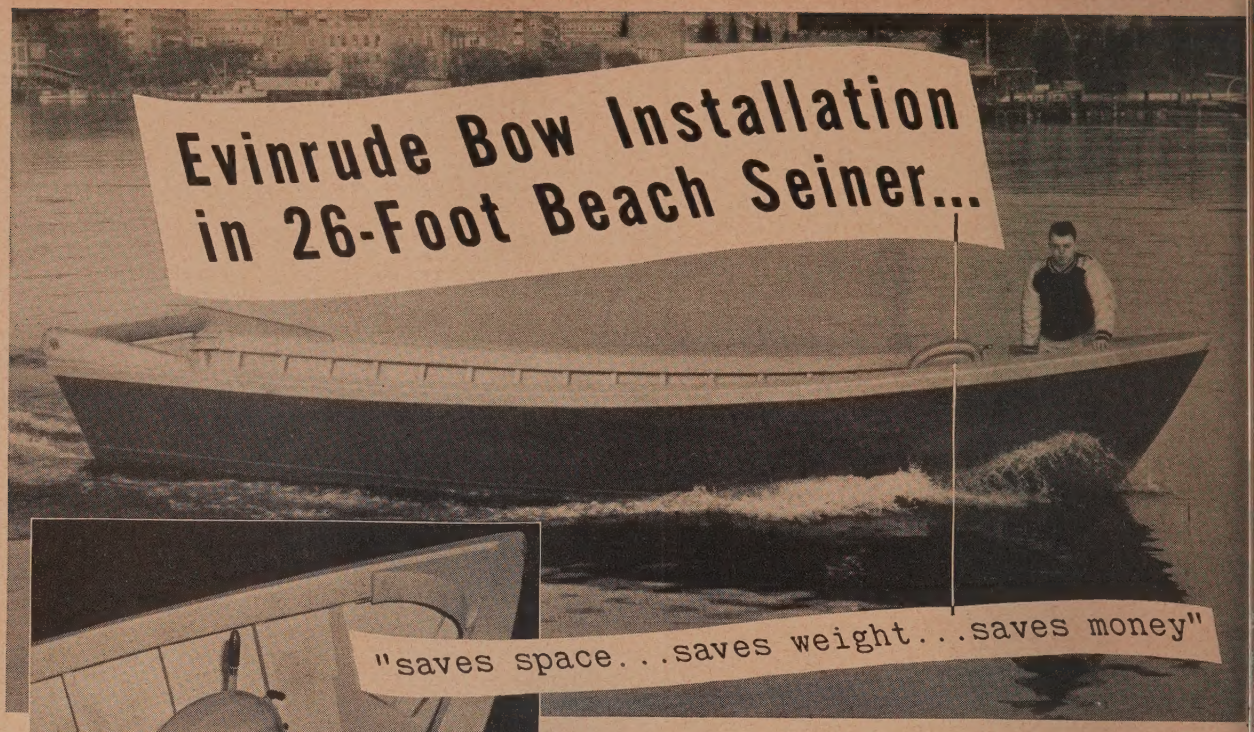
McKernan Joins P.O.F.I. Staff

Donald L. McKernan, for some years director of research for the Oregon Fish Commission, has accepted post of assistant director of the Pacific Oceanic Fisheries Investigations with headquarters in Honolulu.

Columbia River Union Quits Affiliation with I.L.W.U.

The oldest fishermen's union on the Pacific — the Columbia River Fishermen's Protective Union — voted in January to drop its affiliation with the International Longshoremen and Warehouseman's Union, with which it has been connected since the I.L.W.U. was ejected from the C.I.O.

Evinrude Bow Installation in 26-Foot Beach Seiner...



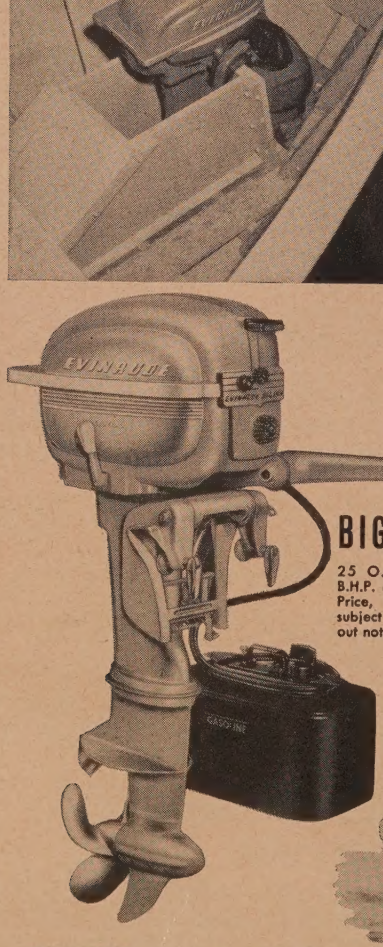
"saves space...saves weight...saves money"

Fishermen in the Pacific Northwest will tell you there's no nonsense about the husky boats Bryant's Marina, Seattle, builds for them. But they'll also tell you that Jerry Bryant's progressive ideas on hulls, gear and powering have done a lot to make their work easier, safer, more profitable.

Bryant's build "commercial only" — all types, all sizes — and in November celebrated the launching of Hull 1,000! About the 26′ x 8′ Evinrude-powered beach seiner above, Jerry Bryant says: "By installing the well up in the bow, the entire boat aft is clear for net flat and fish hold. Light or loaded, the outfit handles beautifully; maneuverability is remarkable. With capacity load, the Big Twin gives a speed of approximately 6 knots.

"The advantages of the installation for such boats are obvious. It saves space—saves weight—saves money—gives better performance and easy beaching. The Evinrude Big Twin with gearshift is what makes the whole idea practical. As far as I am concerned, outboards for commercial use really came of age with your new high-duty gearshift motors."

Evinrude builds 3 models particularly suited for *money-making fishing.* The Big Twin develops full 25 brake H.P. in continuous service. For smaller craft, the 14 H.P. Fastwin with gearshift and 7.5 H.P. Fleetwin with Duo-Clutch. Long shaft motors available for special applications. For free catalog write EVINRUDE MOTORS, Dept. C, 4770 N. 27 St., Milwaukee 16, Wisconsin.



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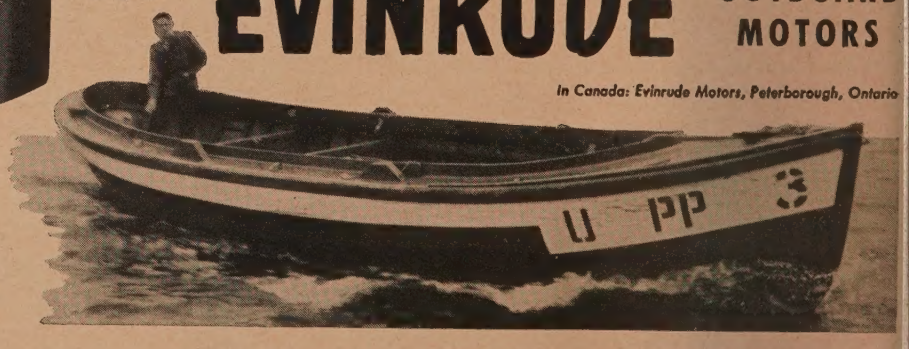

29′ GILLNETTER, one of a fleet of 1,200 fishing Bristol Bay, Alaska. Formerly restricted to sail, now being rapidly converted to power. Evinrude 25 H.P. Big Twin mounted on false transom gives speed of 7 knots—approximately same as with 40 H.P. inboard.

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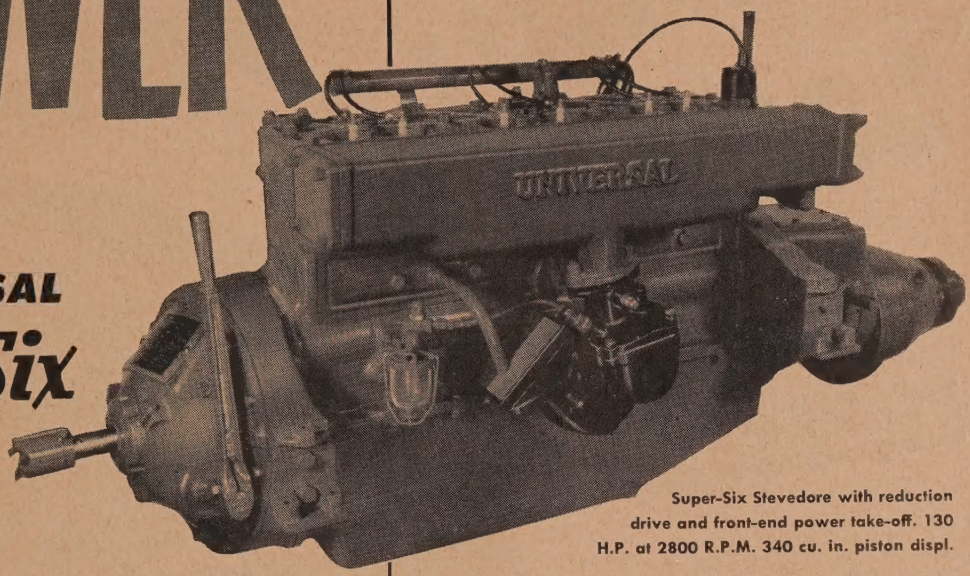

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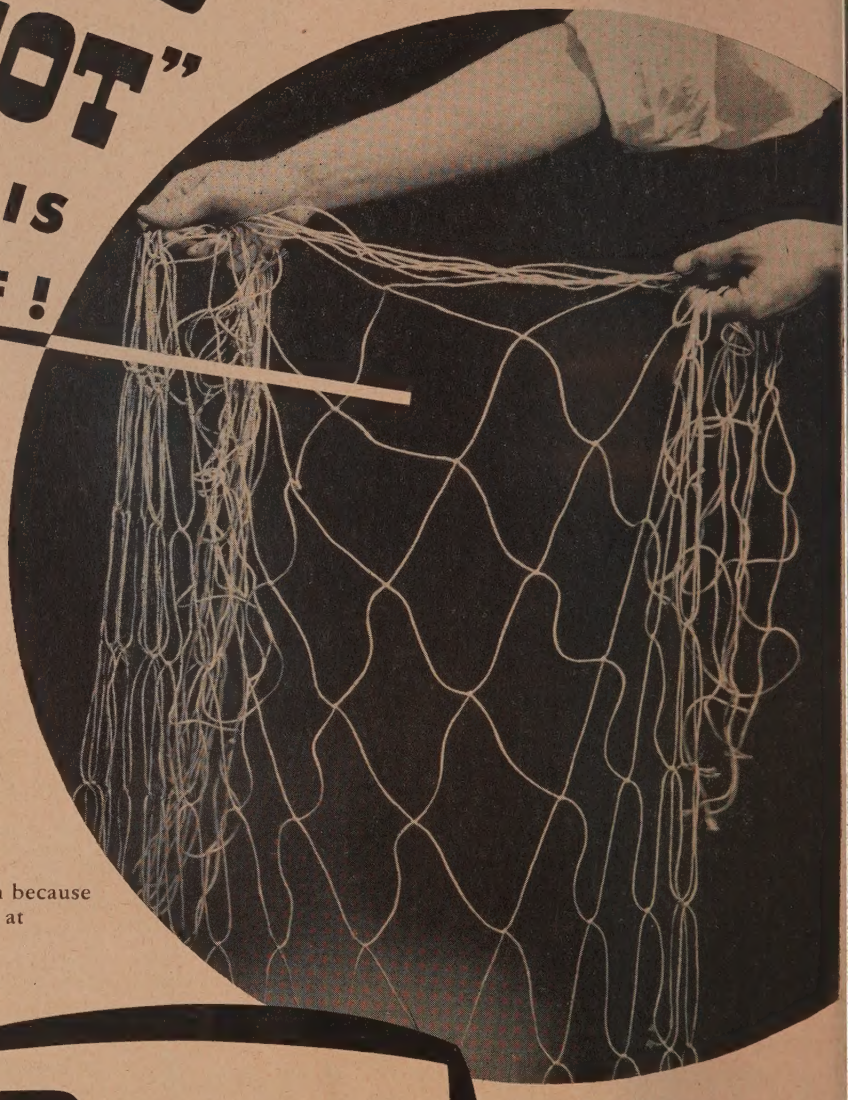

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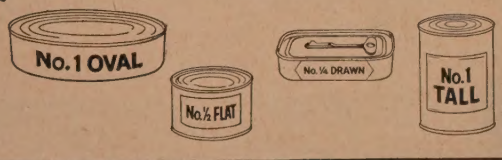

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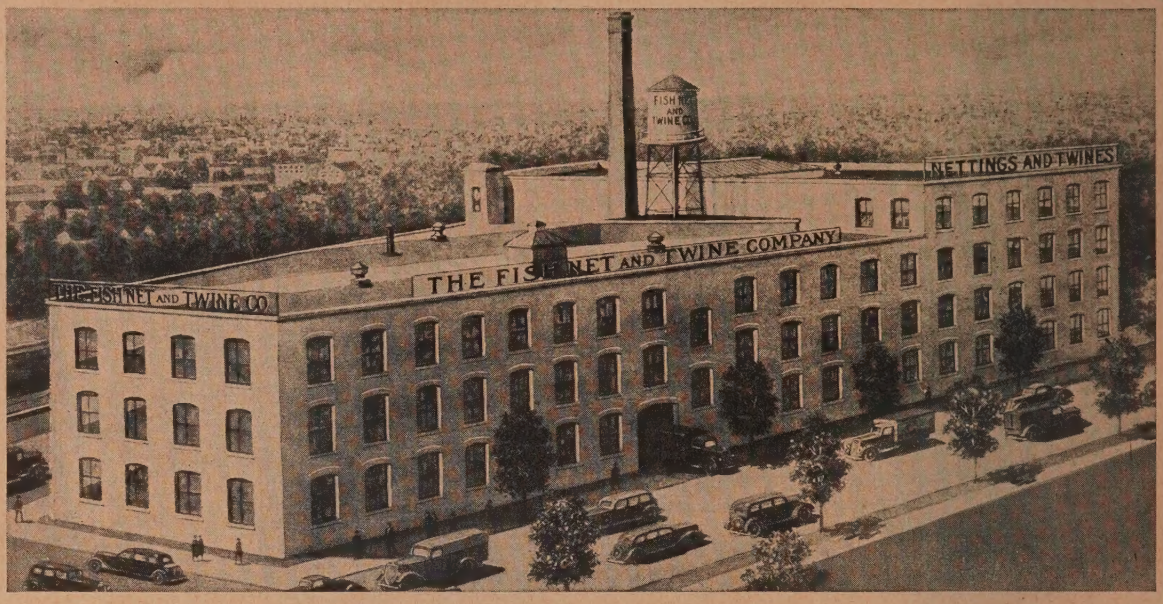

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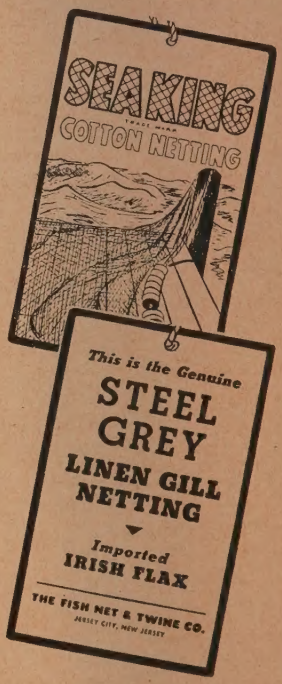

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PACIFIC FISHERMAN February 1952

Principal negotiators of the tripartite North Pacific fisheries treaty — Hon. R. W. Mayhew, Canadian minister of fisheries; Prime Minister Yoshida of Japan; Dr. William Herrington, U. S. Department of State; Sadao Iqudi, Japanese vice-minister of foreign affairs.

BASIC CONSERVATION On High Seas by Treaty

The North Pacific international high seas fisheries treaty negotiated in Tokyo in December won general approval of informed elements in the United States and Canada as they had opportunity to study the convention in detail and to consult with the delegates and advisors who participated in the conference which wrote it.

As this is written, no opposition whatever has been voiced in the United States; nor has any substantial dissatisfaction been indicated since text of the treaty became available for examination.

Although the document which emerged from the Tokyo conference differed widely in length and language from the draft proposed by the American delegation, careful examination by competent analysts indicates that all of the basic principles of the American and Canadian positions are included and safeguarded. Changes in the recommended convention are in style and vocabulary, length and language, and not at all in essential principle and policy.

The differences apparent between the American proposal and the convention as written developed through concessions to the protocol and usages of professional diplomats, and to the difficulties of arriving at precise expression and meaning in two distinct languages.

The only specific reduction noted in strength of the convention as contrasted with the American proposal is its 10 years in force, as against the 15 years originally proposed. In this regard one of the delegation advisors said: "The 10-year limit is not an important point. Ten years should serve to demonstrate the soundness, intelligence and fairness of unselfish international cooperation in high seas fishery conservation as well as 15."

With Understanding, General Approval Became Evident

Prior to the return of the American delegation and the release of the recommended convention, when it became possible for the first time to study and discuss the instrument fully, there was some expression on the Pacific Coast of disappointment and dissatisfaction. These opinions, however, evidently were based on occasional news reports from Tokyo relative to the fisheries conference,

The American delegation at the Tokyo fisheries conference, with M. Sogawa of the Japanese fisheries agency at the left. Americans seated at the table, left to right are: H. E. Lokken, Donald P. Loker, Richard S. Croker, and M. E. Brooding, advisors; recording machine operator; Edward W. Allen, advisor, largely obscured by the machine operator; Warren F. Looney, assistant to the delegate; Milton C. James, alternate; W. C. Herrington, delegate.

reports which played-up the re-writing of the convention draft and declarations of disagreement.

Study, consultation and understanding shortly produced general approval long before approach of the time when the convention will actually be signed and laid before the Senate. This must follow formal ratification of the peace treaty with Japan.

(Editor's Note—It should be pointed out that the foregoing discussion is not an editorial expression of this journal's *opinion*, but rather a factual report of this journal's *findings* as result of interviews by members of its staff with informed persons representing opinion in Alaska, British Columbia and the Pacific States. Considerations of space and simplicity dictate that these reactions be reported in consolidated digest rather than in elaborate detail and direct quotation.)

It should be understood that the "International Convention for the High Seas Fisheries of the North Pacific Ocean"—which is the official title of the instrument—was not actually signed in Tokyo. The conference drew up the document, and then the national delegates signed "Resolutions and Request of the Tripartite Fisheries Conference" in which the conference recommends that the three governments conclude a convention conforming to the draft submitted, sign and ratify it.

Canadian Minister Explains Exceptions to Absentions

With its release of the fisheries convention, the American government gave no digest of the document or official discussion of its provisions. However, in submitting the convention to Parliament, Canadian Fisheries Minister R. W. Mayhew explained its principles broadly. Touching on its provision for national abstention from fisheries which (1) already are fully exploited; (2) are subject to conservation regulation; and (3) are under scientific study, Mr. Mayhew said in part:

"Any nation can fish anywhere up to the territorial limits of any other country. . . . By joint agreement between the three countries they are prepared to waive some of these international rights under certain circumstances, and to abstain from fishing such stocks as are under conservation by one or more of the other parties. The treaty aims therefore at providing the maximum sustained yield, with each of the parties assuming obligations to encourage conservation of such resources.

"The principles of abstention do not apply however in cases where a country has an historical interest in any particular fishery . . . Another exception to the principle exists as between Canada and the United States in the waters of the Pacific Coasts of the United States and Canada. Because of intermingling of stocks in this region, and because of the intermingling of the fishing operations of these two countries, no recommendation for abstention can be made to either of these parties."

Because this journal, for 50 years the organ of the fisheries of the Pacific, considers it a privilege here to publish the treaty in full, its provisions will not be discussed in detail. It is earnestly recommended that all interested in the fisheries, and in the peaceful development and utilization of the resources of the Pacific, read the document word for word in thoughtful understanding.

The Treaty's Provisions Briefed to Essentials

Greatly briefed, and broadly stated, the treaty's provisions are:

To ensure maximum productivity of ocean fisheries on the basis of sustained yield, the three countries agree to (1) establish an international commission to foster maximum sustained yield and (2) to carry out and enforce conservation programs, and recommendations of the commission, all of whose decisions shall be reached by unanimous vote of the three national sections.

The commission is charged with supervision of national

bstentions from fisheries in the interest of conservation; ith determination of changes in qualification for such bstentions; with study of and recommendation for joint nservation measures; and with the distribution of infor- ation pertinent to the fisheries involved, with recom- endations relative to penalties and enforcement, and ith compiling of records and making of annual reports.

The commission may recommend national abstentions om fisheries which (1) are already fully exploited; and 2) are regulated to maintain maximum sustained pro- uctivity under a scientific conservation program; *and* 3) which are subject to continuing scientific study.

Exceptions are made in cases where a country estab- shed a position in a fishery within 25 years preceding he treaty; and in the case of the coastal fisheries of Alas- a, Canada and the Pacific states from the Gulf of Alaska outh, as explained by Mr. Mayhew above.

Specified as meeting the three qualifications for absten- on are the fisheries for halibut, herring and the five Pacific salmons. Japan agrees to abstain from exploiting hese species of North American origin in any waters where commercial fishing for the species is being or can e prosecuted.

In addition, Canada agrees to abstain from salmon fish- ng in the waters of Bering Sea and Bristol Bay.

To deal with the difficult situation of defining limits for almon fishing in the Bering Sea area, a protocol attached o the treaty sets up on a temporary basis 175 west longi- ude—which strikes through Atka—as the westerly limit f abstention. The commission is charged with seeking o determine the extent of migrations of Alaskan and Oriental salmon in this region, and with recommending ermanent limits which will serve to segregate the fish- eries. If the commission fails to achieve this within a easonable time, drawing of such a line is to be entrusted o a committee of three disinterested scientists.

The treaty remains in force for 10 years, and thereafter ntil one year after a signatory has declared intention of erminating it.

The Work of Years

The treaty is a product of years of endeavor on the part of many men devoted to the belief that the incalculable resources of the Pacific can produce fully for all time only through a program of sustained yield under international conservation.

With the return of peace in 1945, men of conviction within the fishing industry began to move thoughtfully toward this end. Marshalled in the Pacific Fisheries Conference, with Miller Freeman, publisher of PACIFIC FISHERMAN, as moderator, the united forces of the Pacific fishing industry in all its elements have striven to overcome obstacles to an intelligent, realistic, just approach to fishery conservation on the high seas of the North Pacific.

Gradually the thinking of men in power has come into harmony with that of men who know something of the ways of the sea, the mysteries of its populations, and the problems of man's utilization of the resources of the oceans.

The treaty itself was shaped and negotiated by able men, giving freely of their time and thinking—men whose work here may be a lasting monument, deserving of the gratitude of generations.

North American delegations at the tripartite fisheries conference were:

United States—Dr. William C. Herrington, Department of State, delegate; Milton C. James, U. S. Fish and Wildlife Service, alternate; Warren F. Looney, Department of State, member; advisors, Milton E. Brooding, Edward W. Allen, Donald P. Loker and Harold E. Lokken, chairman and members of the executive committee of the Pacific Fisheries Conference; and Richard S. Croker, chief, California Bureau of Marine Fisheries.

Canada—Hon. R. W. Mayhew, minister of fisheries, delegate; assisted by: Stewart Bates, deputy minister of fisheries; S. V. Osere, legal advisor, Department of fisheries; John M. Buchanan, chairman, Fisheries Association of British Columbia; Dr. John Lawson Hart, Fisheries Research Board of Canada; A. R. Menzies, Canadian Department of External Affairs.

B. C. Herring Fishing Heavy

When herring fishermen left the operating areas in British Columbia waters for their midwinter layoff the season gave every promise of being better than average, with a large volume catch and the fish of uniformly good quality and excellent oil content.

At December 22 the Fisheries Department reported a total catch of 107,103 tons, compared with 111,188 tons for the corresponding period in 1950 and 96,567 tons in 1949. Considering that the herring fleet did not go to sea until three weeks later than in the previous year, the results were gratifying.

The quotas in the Lower East and Middle East Coast and Northern areas were filled before the Christmas layoff, and fishing was to be resumed January 6 on the West Coast and Central Sub-section embracing the area north of Cape Scott to Whale Channel and contiguous waters.

Fishing was so good in the Northern area centered at Prince Rupert that the original quota of 30,000 tons was extended by 10,000 tons and this "bonus" was earned within 20 hours. Most of the catch in that area was in Gasboat Pass, an area of less than four square miles on the southern tip of Porcher Pass, just off Ogden's Channel. Thirty-three seiners in Gasboat Pass shared in the harvest of the extra 10,000 tons allowed. Most of the fish, incidentally, were of the same class as the big run of 1950—a fact of significance to biologists.

By December 22 the North had produced a catch of 45,000 tons and the Lower East Coast nearly 41,000 tons, with the Middle East Coast contributing 10,000 tons and the West Coast 8,700 tons.

Production of herring oil was 2,320,994 imperial gallons, canned herring 102,536 cases and herring meal 17,059 tons. In addition nearly 4,800 tons had been dry salted for export.

1952 YEARBOOK Appears Shortly

The *Pacific Fisherman Yearbook for 1952* will be available for distribution shortly after this is read. As always in the past, it is the standard work of facts and figures on the Pacific fisheries, an indispensable tool for the operator, producers and merchandiser.

Regular subscribers will receive the *Yearbook*, or extra copies can be ordered at $2 each. Subscriptions starting with the February, 1952, number will receive the *Yearbook*.

7.1 MILLION CASES

Of Tuna Packed in U. S. in 1951

Southern California finished 1951 with a total tuna pack of 7,135,000 cases, around 900,000 cases below 1950. Tonnage was 169,500 against 1950's 189,000 tons. (Northern California's pack figures — mostly from imports—were not available at press time, but are not believed to exceed 150,000 cases, as against 111,622 cases in 1950.)

The tonnage breakdown for 1951, against 1950:

	1951	1950
Yellowfin	87,003	94,735
Skipjack	59,636	64,410
Bluefin	1,714	1,260
Albacore	*18,998	26,656 #
Bonito	400	313
Yellowtail	2,284	1,591
	169,529	188,967

*Includes 6.112 tons Imported.
#Mostly domestic fish.

The Southern industry packed 7,135,000 cases in round figures, against 1950's 8,046,012 cases. December saw one of the shortest deliveries of raw tuna in history with only 244 tons: at San Diego 80 tons, Yellowfin; 164 tons, Skipjack. The total pack was 9,701 cases.

As Van Camp Sea Food Company, French Sardine Company, Westgate-Sun Harbor Company and West Coast Packing Corporation, had temporarily closed their San Diego plants, only California Tuna Canning Company was in operation.

At Los Angeles-Long Beach harbor district the tonnage was 4,051; and the pack 153,451 cases. January was not expected to yield important tonnage. By January 15 there were around 100 clippers at sea, and more were being released. Many of these hook-and-liners had departed late in December. With fishing very poor at all the banks, and with orders to bring no Skipjack, voyages were expected to be long.

Higher Yellowfin Price, Skipjack Cut, Offered

A rough estimate of the potential to March 31 was 25,000 tons, or approximately 1,000,000 cases, provided fishing improved and packers loosened the restrictions on Skipjack.

A good possibility of this was seen in the fact that apparently the industry was going to accept what became known as the "Van Camp formula" on prices. This was an offer of $320 per ton, Yellowfin—a raise of $10 per ton: and $260 per ton, Skipjack—a drop of $30 per ton.

No price was discussed on Bluefin or Albacore, it being expected these prices would be determined when the fish began to run.

By January 10 no clippers had received sailing orders under the increased price for Yellowfin. All vessels at sea were fishing at the 1951 price.

1951 Frozen Imports

Imports of frozen tuna into Southern California last year approximated 20,000 tons. Thus the domestic catch was reduced to 150,000 tons. In 1950, with much less imports of raw fish, the local fleets enjoyed the major share of the 188,967 tons processed.

Los Angeles-Long Beach district received most of the imports for processing, the fish coming from Japan, Panama, Peru, Costa Rica and Japan. Central and Southern America sent up 7,519 tons, Yellowfin, and 889 tons Skipjack. Japan sent over 7,544 tons Albacore and 1,845 tons Skipjack. San Diego received around 1,000 tons of mixed imported tuna.

At San Pedro the tuna seiners accounted for around 15,000 tons of tuna, a poor year for the net vessels. Many of them were readying for the 1952 season in January and, according to the Fishermen's Cooperative Association expected to get sailing orders. First in the seiners' hopes would be Bluefin.

Mexico's Pacific Canned Fish Pack Down, but Activity Rises

Mexico's fish canning, concentrated mostly in the northern district of Lower California, showed a small decrease in 1951 volume in abalone, sardines and mackerel. The latter two were as scarce toward the end of the year as these were in Southern California waters.

Abalone fishing, which suffered a major disaster last summer when a tender returning to Cedros Island overturned, with a loss of some 30 divers and crews, showed about the same canned exports as 1950, 4,250,000 lbs.

Most of this, from several companies, principal among them, Pesquera del Pacifico, managed by Franciscoa Morales, Jr., was world distributed in 1 lb. talls, whole, by Marine Products Company, San Diego.

Pesquera del Pacifico, controlled by General A. L. Rodriguez and Mexico's largest fish cannery, located at Sauzal, installed a new 1 lb. tall sardine and mackerel line in 1950; and a new tomato sauce plant for its oval sardine pack.

At its Cedros Island plant, it put in a new 8 oz. sardine line, a new 150-hp. boiler and completed installation of a 450-hp. Superior diesel generating plant for power. At Turtle Bay a new 100-hp. boiler was put in.

At Sauzel the company built a boatyard, with marine railway capable of hauling 1,000 tons; also carpenter and machine shop, all with Joe Romero in charge. A 400′ length of an eventual 700′ breakwater was completed.

General Manager Morales, late in December said his company had 24 diving teams and crews at Cedros Island, and 16 operating for the Turtle Bay abalone plant. All diving barges are driven by Evinrude outboard motors.

At Pesquera Peninsula, Ensenada, another subsidiary, the 1951 pack, in round figures was 7,500 cases oval sardines; 6,000 cases, 1 lb. talls sardines; 4,000 cases, 1 lb. tall, mackerel; and 14,000 cases of abalone.

This plant was considerably enlarged in 1950, with new boilers, a new oval line, new warehouse. Installed were two Luthi cutting machines and a National Labeling Machine Company oval labeler. Harry Reed, of United Sales & Engineering Company, supplied two new retorts.

per left photo, left to right—L. T. Bradbury, sales manager, West Coast Packing Corp.; Jack Gorby, production manager, Californi Marine Curing & Packing Co.; L. W. Holland, new president of Southern California Fish Corp.; and George Wilkinson, chemist for Coast Fishing Co.

per right, all from the French Sardine Co.—Joe M. Bogdanovich, plant superintendent; John Xitco; Tom Virgil, sales department; Rudy Ludvig (background), sales; Yube Ostoich, sales; and Nick Trutanich, production manager.

wer left—Walter Gillis, vice president, Van Camp Sea Food Co.; (in the background, left, Glenn Copeland, manager of San Diego erations, Van Camp Sea Food Co.); Harry Tregarthen, quality control for Van Camp company; and Roy Beaton, executive vice president and general manager, California Fish Canners Association.

wer right—Jack Cramer, superintendent of production, Van Camp Sea Food Co.; John Xitco, superintendent of High Seas Tuna cking Co.; Charles Stevenson, director of research, Coast Fishing Co.; and William A. Hamm, newly appointed director of research, Westgate-Sun Harbor Company.

FIRST TUNA CUTTING VALUABLY REVEALING

The tuna industry of California ith its first Tuna Cutting this winter t Long Beach, secured an overall uality picture and evaluation of inividual packs in relation to the industry as a whole. The attitude of the ndustry can be expressed by a brief hrase: "highly successful.—We have earned a lot about tuna-packing."

The idea for the cutting began, perhaps a year ago in meetings of the echnical advisory committee to the Cannery Inspection Board, Department of Health of the State of Caliornia, of which Dr. Sven Lassen is hairman. A working committee volved, consisting of Dr. J. Russel Estey, National Canners Association; R. K. Pedersen, French Sardine Co.; Dr. Lassen, Van Camp Sea Food Co.; G. H. Clark, Terminal Island Sea Foods Ltd.; and Dr. Lionel Farber of the Hooper Foundation. After preliminary details were determined, the National Canners Association became the supervisory group for the Tuna Cutting, with Donald White of the NCA in charge of securing samples. Cooperation of the California Fish Canners Association was secured and this organization became the sponsor for the Tuna Cutting, with Roy Beaton, general manager, in charge.

A letter from the CFCA to all California packers of tuna authorized Mr. White to secure four cans of every type of pack of Yellowfish, Albacore and Skipjack from each packer in California. These samples were taken from warehouse stock, labels were removed, codes obscured and special code numbers given to each can. In this way no canner could identify his own pack or that of any other cannery.

At the same time that warehouse samples were collected, store samples were secured. In all, 135 warehouse samples were collected, in addition to tonno and 30 store samples. Tuna cut included these categories: for Yellowfin, — Skipjack and Albacore — hand pack solid; machine pack, solid; chunk; grated. A few cans of dark-and-light, grated, were also cut.

On the day of the cutting, the NCA issued at the CFCA luncheon a report to all canners on the results of its own testing of 135 cans, cut before

The committee for the first Tuna Cutting, held at Long Beach, Calif., this winter. Left to right, Dr. Ira Somers, chemist, National Canners Association; G. H. Clark, vice president, Terminal Island Sea Foods, Ltd., and director of research for the tuna industry standards committee; R. K. Pedersen, director of French Sardine Co. laboratory; Donald White, chemist, National Canners Association; C. B. Hackney Hackney Inspection Laboratory; Robert Hallet, Hallet Inspection Laboratory; Dr. Lionel Farber, Fisheries Laboratory, Hooper Foundation, San Francisco; and Dr. Sven Lassen, head of the Van Camp Sea Food Co. Laboratory.

the actual Tuna Cutting. In this sampling, methods developed currently for determining tuna standards were applied under direction of Mr. Clark, Mr. White, Dr. Farber, Dr. Lassen and Mr. Pedersen. The French Sardine Co. laboratory ran oil tests on cans cut; the Van Camp laboratory conducted salt analysis. The NCA cutting embraced the proposed press method for determining weights; measurement of head space; measurements of oil, fish and salt content; rating of color immediately on opening and after grinding for uniformity; rating of the percentage of flake in solid pack; sizing of chunk and grated, relating to the proposed standards for chunk pack; vacuum tests; tabulation of net and drained weights; press weights; test on quality of oil. In this way it was possible to see how the various packs related to proposed Food and Drug standards, and to evaluate the methods for determining such standards.

In the Tuna Cutting two sets of cans were used. The first was that cut by the various judging committees; the second was later placed beside each plate of cut tuna, and covered with a glass petri dish to prevent change in color of the tuna because of exposure to air.

A number of three-men judging committees functioned under three chairmen: Andrew Sanfilippo, Westgate-Sun Harbor Company, solid pack; Nick Trutanich, French Sardine Co., chunk pack; and Walter Gillis, Sr., Van Camp Sea Food Co., grated and store samples. Each three-man judging committee cut from eight to 15 samples in the space of 1½ hours. In the composition of each committee an attempt was made to include a production man, a salesman and a quality control member from the various tuna canneries. There was one feminine judge, the head floor lady from South Coast Fisheries, Terminal Island.

Rating by judges was based on two sections: workmanship — consisting of appearance, cleaning, fill, oil and salt; and quality—consisting of color, texture and odor appraisal.

After each judge had signed the score sheet for each can cut, the sheet went to the three scorers for numerical rating, when the score sheets were returned to each can and at the same time an additional can was opened and placed next to the plate of cut tuna. The code of each can was given in a sealed envelope, to a responsible party from each cannery represented in the cutting. In this way each canner knew the code of his own packs, but not that of other canneries.

Peruvian and Japanese canned tuna cut was labelled as to country of origin. It was mandatory that tuna canned from frozen tuna imported from Japan or Peru be so labeled for cutting under the coded system.

Tuna Duty Drive Rolling

Delegations of vitally interested cannery and fishery officials from all over the Pacific Coast began converging on the Washington, D. C. in mid-January, seeking protection against increasing imports of tuna and bonito.

First it was hoped the Senate Finance Committee—where the 3¢ per lb. import duty on raw tuna was halted just before Congress adjourned—would schedule a hearing on the bill.

Second, the U. S. Tariff Commission answered a petition of the California Fish Canners Association, Terminal Island, and scheduled a hearing January 29 at Washington, D. C. on proposed tariff boosts on imported canned tuna and tuna-like fishes.

Some opposition developed to the 3¢ per lb. duty on raw fish, particularly from south of the international border. Six countries, Peru, Chile, Equador, Panama, Costa Rica and Mexico told the State Dept. through their ambassadors of their "grave concern" over the possibility.

Congressman Russell V. Mack (R. Wash.) at the opening of the new session of Congress, introduced a bill in the House which would impose a 45 per cent ad valorem import duty on tuna packed in brine. The present duty is 12½ cents.

Thousands of Letters Urge Duty on Tuna

More than 9,000 letters to voters outside the state of California are now in the mails as a result of efforts of San Pedro's Tuna Industry Emergency committee, which is headed by Mrs. Helen Xitco, wife of the skipper of the *North Queen*. These letters ask that contact be made with senators and representatives in Washington, D. C., urging the passage of a bill calling for a three-cents-a-pound duty on tuna imports.

The committee is now asking Los Angeles-Long Beach harbor residents to send personal letters and post cards on the subject of the tuna import duty to Sen. Walter F. George, chairman of the finance committee, and senators William Knowland and Richard Nixon, Washington, D. C.

International Convention for High Seas Fisheries of the North Pacific Ocean

The Governments of the United States of America, Japan, and anada, whose respective duly accredited representatives have ubscribed hereto.

Acting as sovereign nations in the light of their rights under he principles of international law and custom to exploit the shery resources of the high seas, and believing that it will best erve the common interest of mankind, as well as the interests f the contracting parties, to ensure the maximum sustained roductivity of the fishery resources of the North Pacific Ocean, nd that each of the parties should assume an obligation, on a ree and equal footing, to encourage the conservation of such esources, and, recognizing that in view of these considerations : is highly desirable (1) to establish an international commission, epresenting the three parties hereto, to promote and coordinate he scientific studies necessary to ascertain the conservation easures required to secure the maximum sustained productivity f fisheries of joint interest to the contracting parties and to ecommend such measures to such parties and (2) that each party arry out such conservation recommendations, and provide for ecessary restraints on its own nations and fishing vessels, there- ore agree as follows:

ARTICLE I

1. The area to which this convention applies, hereinafter referred to as "the convention area," shall be all waters, other than territorial waters, of the North Pacific Ocean which for the purposes hereof shall include the adjacent seas.

2. Nothing in this convention shall be deemed to affect adversely (prejudice) the claims of any contracting party in regard to the limits of territorial waters or to the jurisdiction of a coastal state over fisheries.

3. For the purposes of this convention the term "fishing vessel" shall mean any vessel engaged in catching fish or processing or transporting fish loaded on the high seas, or any vessel outfitted for such activities.

ARTICLE II

1. In order to realize the objectives of this convention, the contracting parties shall establish and maintain international North Pacific Fisheries Commission, hereinafter referred to as "The Commission."

2. The commission shall be composed of three national sections, each consisting of not more than four members appointed by the governments of the respective contracting parties.

3. Each national section shall have one vote. All resolutions, recommendations and other decisions of the commission shall be made only by a unanimous vote of the three national sections except when under the provisions of article three, section one (c) (ii) only two participate.

4. The commission may decide upon and amend, as occasion may require, by-laws or rules for the conduct of its meetings.

5. The commission shall meet at least once each year and at such other times as may be requested by a majority of the national sections. The date and place of the first meeting shall be determined by agreement between the contracting parties.

6. At its first meeting the Commission shall select a chairman, vice-chairman and secretary from different national sections. The chairman, vice-chairman and secretary shall hold office for a period of one year. During succeeding years selection of a chairman, vice-chairman and secretary from the national sections shall be made in such manner as will provide each contracting party in turn with representation in those offices.

7. The commission shall decide on a convenient place for the establishment of the commission's headquarters.

8. Each contracting party may establish an advisory committee for its national section, to be composed of persons who shall be well informed concerning North Pacific fishery problems of common concern. Each such advisory committee shall be invited to attend all sessions of the commission except those which the commission decides to be in camera.

9. The Commission may hold public hearings. Each national section may also hold public hearings within its own country.

10. The official languages of the commission shall be Japanese and English. Proposals and data may be submitted to the commission in either language.

11. Each contracting party shall determine and pay the expenses incurred by its national section. Joint expenses incurred by the commission shall be paid by the commission through contributions made by the contracting parties in the form and proportion recommended by the commission and approved by the contracting parties.

12. An annual budget of joint expenses shall be recommended by the commission and submitted to the contracting parties for approval.

13. The commission shall authorize the disbursement of funds for the joint expenses of the commission and may employ personnel and acquire facilities necessary for the performance of its functions.

ARTICLE III

1. The commission shall perform the following functions:

(a) In regard to any stock of fish specified in the annex, study for the purpose of determining annually whether such stock continues to qualify for abstention under the provisions of article four. If the Commission determines that such stock no longer meets the conditions of article four, the commission shall recommend that it be removed from the annex. Provided, however, that with respect to the stocks of fish originally specified in the annex, no determination or recommendation as to whether such stock continues to qualify for abstention shall be made for five years after the entry into force of this convention.

(b) To permit later additions to the annex, study, on request of a contracting party, any stock of fish of the convention area, the greater part of which is harvested by one or more of the contracting parties, for the purpose of determining whether such stock qualifies for abstention under the provisions of article four. If the commission decides that the particular stock fulfills the conditions of article four it shall recommend (1) that such stock be added to the annex, (2) that the appropriate party or parties abstain from fishing such stock and (3) that the party or parties participating in the fishing of such stock continue to carry out necessary conservation measures.

(c) In regard to any stock of fish in the convention area:

(i) Study, on request of any contracting party concerned, any stock of fish which is under substantial exploitation by two or more of the contracting parties, and which is not covered by a conservation agreement between such parties existing at the time of the conclusion of this convention, for the purpose of determining need for joint conservation measures;

(ii) Decide and recommend necessary joint conservation measures including any relaxation thereof to be taken as a result of such study. Provided, however, that only the national sections of the contracting parties engaged in substantial exploitation of such stock of fish may participate in such decision and recommendation. The decisions and recommendations shall be reported regularly to all the contracting parties, but shall apply only to the contracting parties the national sections of which participated in the decisions and recommendations.

(iii) Request the contracting party or parties concerned to report regularly the conservation measures adopted from time to time with regard to the stocks of fish specified in the annex, whether or not covered by conservation agreements between the contrasting parties, and transmit such information to the other contracting party or parties.

(d) Consider and make recommendations to the contracting parties concerning the enactment of schedules of equivalent penalties for violations of this convention.

(e) Compile and study the records provided by the contracting parties pursuant to article eight.

(f) Submit annually to each contracting party a report on the commission's operations, investigations and findings, with appropriate recommendations, and inform each contracting party whenever it is deemed advisable, on any matter relating to the objectives of this convention.

2. The Commission may take such steps, in agreement with the parties concerned, as will enable it to determine the extent to which the undertakings agreed to by the parties under the provisions of article five, section two and the measures recommended by the commission under the provisions of this article and accepted by the parties concerned have been effective.

3. In the performance of its functions, the commission shall, insofar as feasible, utilize the technical and scientific services of, and information from, official agencies of the contracting parties and their political subdivisions and may, when desirable and if available, utilize the services of, and information from, any public or private institution or organization or any private individual.

ARTICLE IV

1. In making its recommendations, the commission shall be guided by the spirit and intent of this convention and by the considerations below mentioned.

(a) Any conservation measures for any stock of fish decided upon under the provisions of this convention shall be recommended for equal application to all parties engaged in substantial exploitation of such stock.

(b) With regard to any stock of fish which the commission determines reasonably satisfies all the following conditions, a recommendation shall be made as provided for in article three, section 1, (b).

(i) Evidence based upon scientific research indicates that more intensive exploitation of the stock will not provide a substantial increase in yield which can be sustained year after year,

(ii) The exploitation of the stock is limited or otherwise regulated through legal measures by each party which is substantially engaged in its exploitation, for the purpose of maintaining or increasing its maximum sustained productivity; such limitations and regulations being in accordance with conservation programs based upon scientific research, and

(iii) The stock is the subject of extensive scientific study designed to discover whether the stock is being fully utilized and the conditions necessary for maintaining its maximum sustained productivity.

Provided, however, that no recommendation shall be made for abstention by a contracting party concerned with regard to: (1) Any stock of fish which at any time during the 25 years next-preceding the entry into force of this convention has been under substantial exploitation by that party having regard to the conditions referred to in section 2 of this article; (2) any stock of fish which is harvested in greater part by a country or countries not party to this convention; (3) waters in which there is historic inter-mingling of fishing operations of the parties concerned, an inter-mingling of the stocks of fish exploited by these operations, and a long-established history of joint conservation and regulation among the parties concerned so that there is consequent impracticability of segregating the operations and administering control. It is recognized that the conditions specified in subdivision (3) of this proviso apply to Canada and the United States of America in the waters of the Pacific Coasts of the United States of America and Canada from and including the waters of the Gulf of Alaska southward and, therefore, no recommendation shall be made for abstention by either the United States of America or Canada in such waters.

2. In any decision or recommendation allowances shall be made for the effect of strikes, wars or exceptional economic or biological conditions which may have introduced temporary declines in or suspension of productivity, exploitation, or management of the stock of fish concerned.

ARTICLE V

1. The annex attached hereto forms an integral part of this convention. All references to "convention" shall be understood as including the said annex either in its present terms or as amended in accordance with the provisions of article seven.

2. The contracting parties recognize that any stock of fish originally specified in the annex to this convention fulfills the conditions prescribed in article four and accordingly agree that the appropriate party or parties shall abstain from fishing such stock and the party or parties participating in the fishing of such stock shall continue to carry out necessary conservation measures.

ARTICLE VI

In the event that it shall come to the attention of any of the contracting parties that the nationals or fishing vessels of any country which is not a party to this convention appear to affect adversely the operations of the commission or the carrying out of the objectives of this convention, such party shall call the matter to the attention of other contracting parties. All the contracting parties agree upon the request of such party to confer upon the steps to be taken towards obviating such adverse effects or relieving any contracting party from such adverse effects.

ARTICLE VII

1. The annex to this convention shall be considered amended from the date upon which the commission receives notification from all the contracting parties of acceptance of a recommendation to amend the annex made by the commission in accordance with the provisions of article three, section 1.

2. The commission shall notify all the contracting parties of the date of receipt of each notification of acceptance of an amendment to the annex.

ARTICLE VIII

The contracting parties agree to keep as far as practicable all records requested by the commission and to furnish compilations of such records and other information upon request of the commission. No contracting party shall be required hereunder to provide the records of individual operations.

ARTICLE IX

1. The contracting parties agree as follows:

(a) With regard to a stock of fish from the exploitation of which any contracting party has agreed to abstain, the nationals and fishing vessels of such contracting party are prohibited from engaging in the exploitation of such stock of fish in waters specified in the annex, and from loading, processing, possessing, or transporting such stock of fish in such waters.

(b) With regard to a stock of fish for which a contracting party has agreed to continue to carry out conservation measures, the nationals and fishing vessels of such party are prohibited from engaging in fishing activities in waters specified in the annex in violation of regulations established under such conservation measures.

2. Each contracting party agrees, for the purpose of rendering effective the provisions of this convention, to enact and enforce necessary laws and regulations, with regard to its nationals and fishing vessels, with appropriate penalties against violations thereof and to transmit to the commission a report on any action taken by each party with regard thereto.

ARTICLE X

1. The contracting parties agree, in order to carry out faithfully the provisions of this convention, to cooperate with each other in taking appropriate and effective measures and accordingly agree as follows:

(a) When a fishing vessel of a contracting party has been found in waters in which that party has agreed to abstain from exploitation in accordance with the provisions of this convention, the duly authorized officials of any contracting party may board such vessel to inspect its equipment, books, documents, and other articles and question the persons on board.

Such officials shall present credentials issued by their respective governments if requested by the master of the vessel.

(b) When any such person or fishing vessel is actually engaged in operations in violation of the provisions of this convention, or there is reasonable ground to believe was obviously so engaged immediately prior to boarding of such vessel by any such official the latter may arrest or seize such person or vessel. In that case, the contracting party to which the official belongs shall notify the contracting party to which such person or vessel belongs of such arrest or seizure and shall deliver such vessel or person as promptly as practicable to the authorized officials of the contracting party to which such vessel or person belongs at a place

be agreed upon by both parties. Provided, however, that the ntracting party which gives such notification may keep such rson or vessel under surveillance within its own territory, un- r the conditions agreed upon by both of the contracting parties.

(c) Only the authorities of the party to which the above- entioned person or fishing vessel belongs may try the offense id impose penalties therefor. The witnesses and evidence neces- ry for establishing the offense, so far as they are under the ntrol of any of the parties to this convention, shall be fur- shed as promptly as possible to the contracting party having risdiction to try the offense.

2. With regard to the nationals or fishing vessels of one or more ntracting parties in waters with respect to which they have greed to continue to carry out conservation measures for certain ocks of fish in accordance with the provisions of this conven- on, the contracting parties concerned shall carry out enforce- ent severally or jointly. In that case, the contracting parties oncerned agree to report periodically through the commission the contracting party which has agreed to abstain from the xploitation of such stocks of fish on the enforcement conditions, nd also, if requested, to provide opportunity for observation of he conduct of enforcement.

3. The contracting parties agree to meet, during the sixth year f the operation of this convention, to review the effectiveness of he enforcement provisions of this article and, if desirable, to urther consider means by which they may more effectively be arried out.

ARTICLE XI

1. This convention shall be ratified by the contracting parties in ccordance with their respective constitutional processes and he instruments of ratification shall be exchanged as soon as ossible at Tokyo.

2. This convention shall enter force on the date of the exchange f ratifications. It shall continue in force for a period of ten ears and thereafter until one year from the day on which a ontracting party shall give notice to the other contracting par- ies of an intention of terminating the convention, whereupon t shall terminate as to all contracting parties.

IN WITNESS WHEREOF, the respective plenipotentiaries, uly authorized, have signed the present convention.

DONE in triplicate, in the English and Japanese languages, oth equally authentic, at Tokyo this ..... day of ne thousand nine hundred fifty .....

ANNEX

1. With regard to the stocks of fish and the waters named below, Japan agrees to abstain from fishing, and Canada and the United States of America agree to continue to carry out neces- sary conservation measures, in accordance with the provisions of Article five, section 2 of this convention;

(a) Halibut (hippoglossus stenolepis).

The convention area off the coasts of Canada and the United States of America in which commercial fishing for Halibut is being or can be prosecuted. Halibut referred to herein shall be those originating along the coast of North America.

(b) Herring (clupea pallasii).

The convention area off the coasts of Canada and the United States of America, exclusive of the Bering Sea and of the waters of the North Pacific Ocean west of the meridian passing through the extremity of the Alaskan peninsula, in which commercial fishing for herring of North American origin is being or can be prosecuted.

(c) Salmon (oncorhynchus gorbuscha, oncorhynchus keta, oncorhynchus kisutch, oncorhynchus nerka, oncorhynchus tschawytscha).

The convention area off the coasts of Canada and the United States of America, exclusive of the Bering Sea and of the waters of the North Pacific Ocean west of a provisional line following the meridian passing through the western extremity of Atka Island, in which commercial fishing for salmon originating in the rivers of Canada and the United States of America is being or can be prosecuted.

2. With regard to the stocks of fish and the waters named below, Canada and Japan agree to abstain from fishing, and the United States of America agrees to continue to carry out necessary conservation measures, in accordance with the provisions of Article five, section 2 of this convention:

Salmon (oncorhynchus gorbuscha, oncorhynchus keta, oncorhynchus kisutch, oncorhynchus nerka and oncorhynchus tschawytscha).

The convention area of the Bering Sea, east of the line starting from Cape Prince of Wales on the west coast of Alaska, running westward to 168 degrees 58 minutes 22.59 seconds west longitude; thence due south to a point 65 degrees, 15 minutes 00 seconds north latitude; thence along the Great Circle course which passes through 51 degrees north latitude and 167 degrees east longitude, to its intersection with meridian 175 degrees west longitude; thence south along a provisional line which follows this meridian to the territorial waters limit of Atka Island; in which commercial fishing for salmon originating in the rivers of the United States of America is being or can be prosecuted.

2. This convention shall enter into force on the date of the exchange of ratifications. It shall continue in force for a period of ten years and thereafter until one year from the day on which a contracting party shall give notice to the other contracting parties of an intention of treminating the convention, whereupon it shall terminate as to all contracting parties.

IN WITNESS WHEREOF, the respective plenipotentiaries, duly authorized, have signed the present convention.

DONE in triplicate, in the English and Japanese languages, both equally authentic, at Tokyo this ..... day of one thousand nine hundred fifty .....

PROTOCOL TO THE PROPOSED INTERNATIONAL CONVENTION FOR THE HIGH SEAS FISHERIES OF THE NORTH PACIFIC OCEAN

The Governments of Canada, Japan and the United States of America, through their respective plenipotentiaries, agree upon the following stipulation in regard to the international convention for the high seas fisheries of the North Pacific Ocean, signed at Tokyo on this ..... day of ....., nineteen hundred fifty.....

The Governments of Canada, Japan and the United States of America agree that the line of meridian 175 degrees west longitude and the line following the meridian passing through the western extremity of Atka Island, which have been adopted for determining the areas in which the exploitation of salmon is abstained or the conservation measures for salmon continue to be enforced in accordance with the provisions of the annex to this convention, shall be considered as provisional lines which shall continue in effect subject to confirmation or readjustment in accordance with the procedure mentioned below.

The commission to be established under the convention shall, as expeditiously as practicable, investigate the waters of the convention area to determine if there are areas in which salmon originating in rivers of Canada and of the United States of America intermingle with salmon originating in the rivers of Asia. If such areas are found the commission shall conduct suitable studies to determine a line or lines which best divide salmon of Asiatic origin and salmon of Canadian and United States of America origin, from which certain contracting parties have agreed to abstain in accordance with the provisions of Article four, and whether it can be shown beyond a reasonable doubt that this line or lines more equitably divide such salmon than the provisional lines specified in sections 1(c) and 2 of the annex.

In accordance with these determinations the commission shall recommend that such provisional lines be confirmed or that they be changed in accordance with these results, giving due consideration to adjustments required to simplify administration.

In the event, however, the commission fails within a reasonable period of time to recommend unanimously such line or lines, it is agreed that the matter shall be referred to a special committee of scientists consisting of three competent and disinterested persons, no one of whom shall be a national or a contracting party, selected by mutual agreement of all parties for the determination of this matter.

It is further agreed that when a determination has been made by a majority of such special committee, the commission shall make a recommendation in accordance therewith.

The Governments of Canada, Japan and the United States of America, in signing this protocol, desire to make it clear that the procedure set forth herein is designed to cover a special situation. It is not, therefore, to be considered a precedent for the final resolution of any matters which may, in the future, come before the commission.

This protocol shall become effective from the date of entry into force of the said convention.

In witness whereof, the respective plenipotentiaries have signed this protocol.

Done in triplicate at Tokyo this ..... day of ....., one thousand nine hundred fifty.....

Canada:

Japan:

United States of America:

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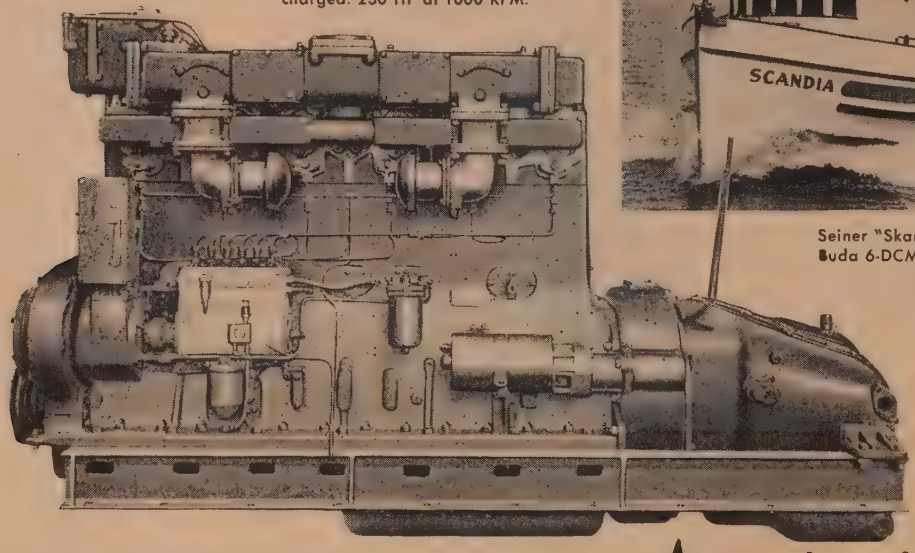
FOR QUIET, SMOOTH, DEPENDABLE OPERATION

Tug "Wallace Foss" powered by Buda 6-DCSMR-1879 Supercharged. 230 HP at 1000 RPM.

Seiner "Skandia of Port Madison" powered by Buda 6-DCMR-1879. 196 HP at 1000 RPM.



BUDA Marine Diesels Give:

- ★ **MORE POWER...greater displacement**
- ★ **Smoother, quieter operation... easy starting**
- ★ **Greater fuel economy**
- ★ **More hours between overhauls**
- ★ **Absolute reliability**

Install or specify Buda Marine Diesels—the dependable, economical power that makes money in *any* kind of boat. There's a Buda Diesel made to fit *your* boat . . . *your* type of work. Ask your Buda Marine Distributor about it today. Write for complete information and Bulletins on Buda Marine Diesels and Diesel-Electric Generator Sets now. *The Buda Company, Harvey, Illinois.*

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Manufacturers of Diesel and Gasoline Engines, Maintenance of Way Products, Lifting Jacks, Earth Drills and Material Handling Equipment

eft to right across oreground of /estgate-Sun Har- or tuna cannery at Monterey — belt onveyor for fish ntering plant; una cleaning line; arruthers Pak- haper; flake-fill- r; empty can con- eyors. Background, eft to right — Re- rigeration conden- ors; tuna thaw anks; sardine hilling tanks, ex- reme rear; tuna re - cookers; car- line cutting ma- chines, behind.

Diversified Canning Operation Sustains Monterey's Economy

The accompanying article was written prior to the fire suffered by Westgate-Sun Harbor Co. at Monterey in December. However, as the fire was confined to the warehouses across the street from the cannery, and the packing plant was not damaged, the article as written is still sound and factual.

Important contribution to the payroll economics of Monterey is made by the modern tuna cannery installed and operated by Westgate-Sun Harbor Company in its big sardine cannery there. The tuna cannery maintains substantial payroll at a time when the sardine's disappearance destroyed the source of livelihood for hundreds in Monterey.

The plant also marks a move toward diversification as a means of countering the critical conditions arising as result of the lack of sardines, Monterey's standby for so many years.

The Westgate-Sun Harbor cannery was not the first tuna plant to be installed at Monterey, although it has been by far the most consistent.

Rather similar plants are installed by Oxnard Canners, Inc., and Peninsula Packing Co., while Hovden Food Products Corporation and San Xavier- Fish Packing Co. also have tuna packing facilities.

Westgate-Sun Harbor's Monterey operation is under the management of Paul Jepson, with Joseph Miller as plant superintendent. These two men are responsible for the planning and installations, as well as the operations of the tuna cannery. They are generous in their acknowledgement of the importance of the contribution made to its planning, engineering and equipment by Ray Bentley of the Universal Canning Machinery Company.

They installed the tuna cannery in the existing sardine plant building without the necessity of structural additions. This was possible because in the prior modernization program of the sardine cannery improved cannery engineering and high speed equipment had produced a substantial space saving.

Swift Recovery from Fire

The Westgate-Sun Harbor plant suffered a serious fire November 16, 1950, when safety devices on one of the boiler oil burners failed to function and the burner swung out into the boiler room, spraying the enclosure with burning oil which burst its way through the roof before the current could be shut off and the blaze brought under control. The plant was in operation at the time and the problem of getting rid of the ruined fish was a serious one. Within three days it proved possible to operate the reduction machinery in order to handle some 20 tons of raw squid in the holding tanks, as well as the sardines on hand. The precookers were loaded at the time of the fire and all of these cans had to be removed and the contents dumped by hand.

Heroic work permitted canning to be resumed within 10 days after the fire, although complete structural re-

"Old Shipmates" in a new boat

The 31-ton fishing boat, Heather, *of Seattle, is 57' long, 16.8' beam, with 7.5' draft when loaded. A "Cat" D13000 Engine swings her 52" x 41" propeller.*

When John Courage and William Buchan, of Seattle, launched their new halibut boat, *Heather*, they made sure she would have dependable power. That's why there's a "Caterpillar" D13000 Marine Engine under the hatch.

In Mr. Courage's own words: "For eight years I've been shipmates with 'Cat' Diesels, and have never had anything but good performance."

Fishermen all up and down the coast talk the same way. "Caterpillar" Marine Diesels have a reputation for hard work and easy operation. They're built to deliver their full rated horsepower 24 hours at a stretch, in any weather. And in big boats or small — on long or short cruises — they can be relied on to let the crew spend full time fishing.

Right now it's more important than ever to give your engines good care. Proper lubrication and mechanical attention take only a few minutes a day but they pay big profits in long, trouble-free work life. When repairs are needed, or parts must be rebuilt or replaced, you can count on your "Caterpillar" Dealer at any port for the best in service.

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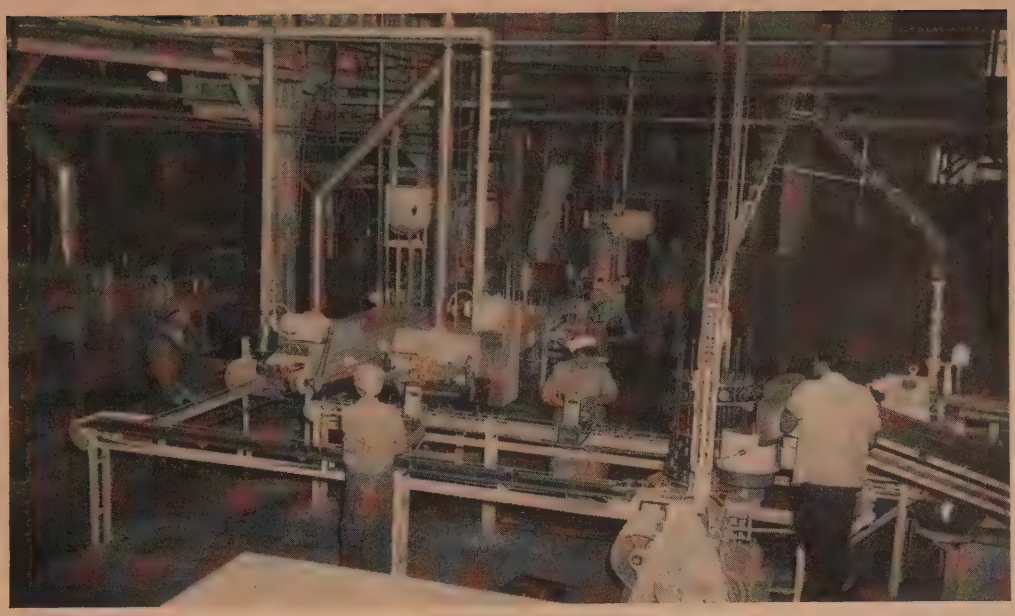
Diesel Marine Engines



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ing machines.

pair of the plant was not possible until the spring of 1951.

Local and Imported Both Used for Canning

Tuna for canning is drawn from American Albacore fishermen delivering their catches to Monterey, Moss Landing or other ports within trucking distance; or from imported frozen fish discharged at San Francisco and trucked to Monterey. The cannery is equipped with a large cold storage chamber maintained well below freezing by refrigeration drawn from the compressor system installed for the sardine cannery's chilling tanks. Additional refrigerated storage is available in Watsonville and Salinas, on the truck route between San Francisco and Monterey.

All tuna deliveries entering the cannery are from the shore side. In-plant weights are secured from scales into which the tuna are discharged directly from the trucks. Weighed tuna passed by conveyor along the side of the cannery to the head end of the line. Here *frozen* fish may be diverted (a) into small tanks to be defrosted; (b) into the frozen storage room for holding. On the other hand, *fresh* tuna may be either (a) run direct into the precookers or (b) into the cold storage room for holding and/or freezing.

Tuna packing procedure: butchering, cooking, cooling, cleaning, filling, oiling, exhausting, sealing, processing, all follow standard lines, but with methods and equipment of the most modern pattern.

The plant is equipped with two Continental Can Co. half pound lines, one for solid pack, in which the cans are filled by a Carruthers Pak-Shaper, and the other devoted to flakes, filled with a Standard rotary flake filler. Can vacuum is established by a short steam exhaust. Processing is handled in the combined cannery's big battery of nine retorts. Cans are cooled in the retort baskets, which are then dumped by a rotary car dumper into a can unscrambler, from which they are carried by conveyor in an enclosed viaduct across Oceanview Avenue to the warehouse.

Each retort basket carries a Cook-Chex tab whose color change gives an infallible record of processing.

Balanced Weave Wire Belts Widely Used

The tuna cannery makes generous use of "balanced weave" woven wire belts for numerous conveying purposes. Balanced weave wire belts are a "boon to the canning industry," in the exact words of Joe Miller, Westgate-Sun Harbor superintendent. Balanced weave wire belting is of course used much more widely in the sardine section of the cannery than it is in the tuna division. Moreover this type of belting is coming into general application throughout Monterey sardine canneries.

Application of this type of belt was pioneered at Monterey by the California Wire Cloth Co., which is believed to have made the first and most of the installations.

Balanced weave belting is regarded as of particular value in the great precookers where the sardines are precooked in cans before being sauced and sealed.

This entire process of sardine precooking has passed through a long series of developments since the beginnings of the industry. Originally the sardines were precooked by frying in a bath of heated oil. Then there developed a number of "baking," "broiling," "toasting" processes, all involving rather expensive and complicated equipment.

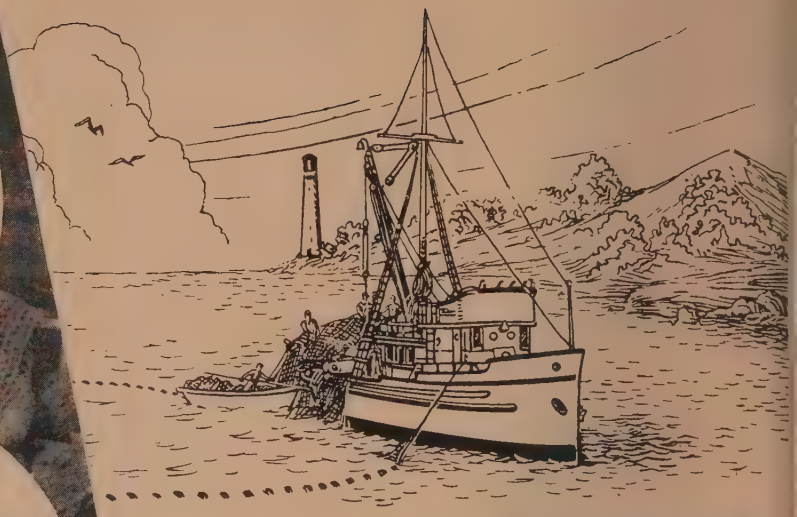
Finally the present process of putting the raw sardines in a can and passing them through a steam cook, followed by inversion and draining to remove the condensate and expressed oil became standard.

A number of variations of the exhaust box or precooker have been introduced, all with the idea of carrying the cans through the precooking process at a controlled rate and without jamming or spilling. Serpentine chain boxes were early employed, and these subsequently gave place to "walking beam" boxes in which the cans were raised and moved forward by grids of parallel rods rising and progressing with alternating eccentric motion. The balanced weave wire belts have proven exceptionally effective in this use. The character of the weave prevents the can and the belt itself from tending to run out of line. In can exhausting and conveyor service there is a tendency for the belt to wear along one edge. However, when wearing becomes advanced, the belt can be turned end for end, and then turned inside out, so that actually advanced wear must develop four times before the belt has lived its life.

Trouble free operation and minimum of annual overhaul and maintenance are cited as the prime consideration in employment of this latest "boon to the canning industry."

ADAMS "BEST"

the dependable netting . . .



for busy fishermen

Every pound of netting produced under ADAMS name contains the best raw materials, and made by master craftsmen who understand the requirements of the commercial fishermen, and the vital importance of quality, and perfect workmanship of fish nets that you use, to bring in the pay-loads of the sea. Even mesh, machine tied knots, and good service is found in every ADAMS BEST netting. Adams is a fishermen's company represented by the best dealers in your port . . . . Ask for ADAMS BEST Netting next time you are buying gear.

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SEASIDE SUPPLY STORES, INC., San Pedro, Calif.

TUNA CANNERS ADVOCATE BALANCED TARIFF

By MONTGOMERY PHISTER
President, California Fish Canners Assn.

You ask what troubles the canners of tuna in Southern California are having with respect to the imports of tuna. The tuna canners are suffering from all of the troubles with tuna imports that the fishermen are suffering with, and have in addition experienced some very serious troubles from these imports which have not yet reached the fishermen.

During 1949 and 1950 imported canned tuna in oil, coming into the United States markets at a materially cheaper price than the American product of comparable quality, produced continuous disruption in those markets simply from the price standpoint.

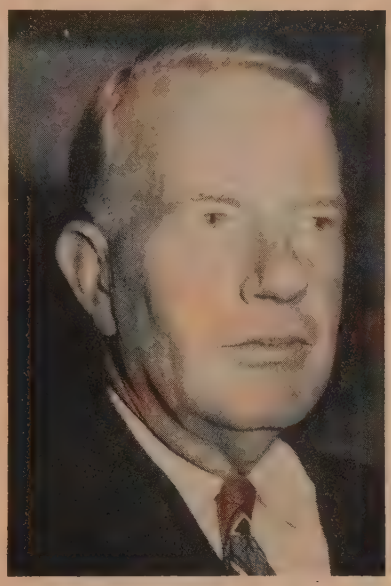
In 1950, you will remember, imports rose from 601,819 cases in 1949 to 2,139,313 cases. Thus, not only were we presented with all of the price problems which were present in the 1949 import picture of canned tuna, but in 1950 we were oppressed also by the *volume* of canned tuna brought in. This flood of canned tuna in the last half of 1950 produced a serious glut in the canned tuna market.

The industry entered 1951 with an inventory of about 3,000,000 cases, which is more than twice as high as any inventory with which the industry had formerly entered any market year. This not only depressed the market all during 1951 from the price standpoint, but kept the market flooded from a volume standpoint, so that we had to cut down on the purchase of fish from domestic fishermen. Because of the fluctuating price situation in the market, buyers bought canned tuna only from hand-to-mouth at it was necessary for them to buy. The complete tuna market has been demoralized for more than a year.

Tuna-in-Brine and Bonito Imports Hurt

A second factor of importance to us, which you may not have considered, is that we have lost completely more than 500,000 cases of our normal market for canned tuna to imports of canned bonito from Peru.

A third factor of the market's critical nature has now appeared in the form of canned tuna-in-brine. This is



Montgomery Phister

entering the United States in direct competition with our canned tuna-in-oil at prices of $3.00 and $4.00 per case below our cost of production. If we cut the price of raw material to our fishermen by a sum sufficient to enable us to can tuna in competition with this imported canned tuna-in-brine, the domestic vessels that fish for us cannot operate and our domestic source of raw material will be curtailed.

Furthermore, we, as canners, are quite well aware that this industry is so thoroughly integrated by economic causes beyond our control — or beyond your control — that, when our fishermen are in financial difficulties, we soon thereafter are in financial difficulties, if not at the same time. The reverse also holds true. When we are not able to operate at a profit as canners, it will not be long before the fishermen who fish for us cannot operate at a profit as fishermen.

Another factor, which you might not have thought about, is that most of the canners of tuna in Southern California are, either as individuals or as canners, part owners in fishing vessels and derive part of their profit and earnings from the earnings of those vessels. When those earnings are non-existent, the earnings of those individuals drop.

Balanced Tariff Advocated

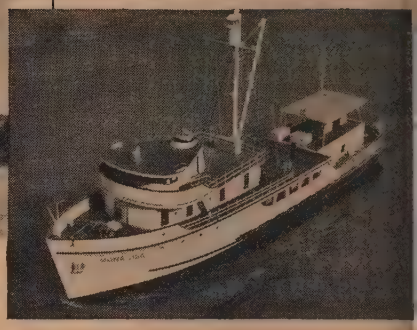
Accordingly, it seems to us as canners, that the proper procedure to adopt is to request the Tariff Commission to undertake such activity as will make the tariff on canned tuna-in-brine equal to the tariff on canned tuna-in-oil and to ask the Congress to make the tariff on frozen tuna equivalent to that on canned tuna.

This treatment of tuna tariffs should be so balanced that the importer of tuna in any form will have no tariff advantage which would incline him to ship the tuna in one of the other forms to this market. Additionally, this whole balanced tariff level should be at such a point that tuna entering this country in any form would do so at a price equivalent to what the United States tuna industry can meet and still provide a living according to the American standard of living to the people engaged in the United States industry, whether they be canners, cannery workers, or fishermen.

We realize that it will take some period of time to get all of this tariff adjustment done, and that we probably will not succeed in getting it all straightened out in the first few rounds. For that reason we have backed the fishermen in their fight to obtain the passage of the Camp Bill, HR 5693, which provides for a temporary tariff on frozen tuna and a thorough study of this problem by the Tariff Commission with further report to the Congress. We intend to continue helping the fisherman get such legislation passed. On our side, we intend asking the Tariff Commission to revise the tariff on canned tuna-in-brine upward. We hope the fishermen will support us, as we are helping to support the fishermen.

Actually, this is not a question of one side helping another, but of both sides helping themselves on both questions. However, we feel that the fishermen should take the lead in the fight for frozen tuna tariffs, and we will take the lead in the fight for tariff changes on canned tuna.

New Sister Ships of the TUNA FLEET powered by SUPERIOR DIESELS



Each boat is powered by one of these Superior Model 60 Diesel Engines. Developing 615 h.p. at 450 r.p.m., the engines are direct reversible 8 cylinder units of the air reversing marine type.

These two clippers, now fishing with the West Coast tuna fleet, were built by the J. M. Martinac Shipbuilding Corporation at Tacoma, Wash.

They were designed by J. M. Martinac, Sr., and constructed under the direction of J. M. Martinac, Jr. Each boat is 118′ x 26′ x 13′6″ with cargo space for approximately 240 tons of frozen tuna.

Both the "Royal Pacific" and the "Mona Lisa" are powered by Superior Diesels, long established among tuna boat owners and Masters as dependable engines, economical to operate and maintain.

The addition of these two new clippers brings the total of Superior and Atlas Diesel horsepower in the Pacific tuna fleets to a more dominant position in the field where they've been leaders for so long.

It's easy to check up on the performance of Atlas and Superior Diesels in fishing boat service because there are so many of them in operation. Ask any Master or write for a list of users—we'll send you new marine engine bulletins at the same time.

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'igh-Level Fishway)pens Hell's Gate Further

With the completion of the new gh-level fishway at Hell's Gate, the ockade to migrating salmon on the raser River at this point has been ntirely overcome, according to Sena- r Thomas Reid, of New Westmin- er, B. C., chairman of the Interna- onal Pacific Salmon Fisheries Com- ission.

The high level fishway supple- ents the main fishways which were ompleted by the commission in 1946. t allows easy passage for runs of ockeye salmon occurring early each ummer when the annual high water overs the major structures and pre- ents their effective operation.

Heavily built of reinforced concrete nd structural steel at a cost of $135,- 00, the new additional fishway is uilt into the rock wall of the Fraser anyon. Sockeye and other salmon ay now swim through the fishway n water to 27′ deep, rising 9′ in 140′ of hannel length. The migrating fish re now protected through Hell's ate at all water levels.

Senator Reid, acknowledging the uccess of the conservation program o far carried out by the Commission, stimates that in 1951 the Fraser Riv- r Sockeye catch increased in value more than $8,000,000 in excess of the previous cycle year 1947.

New high - level fishway at Hell's Gate, which assures passage of salmon at flood levels when the main fishway is flooded out. The new structure is the box-like affair in the right center, on which the motor crane is placed. Not long, it gets the salmon past the critical drop in a distance of 140′. Main fishway is at the left, with the entrance slot the dark triangle at the extreme edge of the photo. Note how the canyon wall above the fishway has been riprapped and cemented to prevent erosion.

J. W. Coombs Succeeds Bez As C. R. P. A. Chairman

J. Wendell Coombs, assistant to the president of Transamerica Corporation, was elected to the office of Chairman of the Board of Columbia River Packers Association, Inc., at a meeting of the company directors held January 8, according to a company announcement following the meeting.

J. Wendell Coombs, who became chairman of the board of Columbia River Packers Association when Transamerica Corporation purchased Nick Bez's stock holdings.

Nick Bez, well known Seattle fishery operator, and former chairman of the C.R.P.A. board, resigned both as chairman and director of the company, after disposing of his stock interests in the organization to Transamerica, principal stockholder in the company. Mr. Bez, who is president of or has a managing interest in five other concerns, said he was disposing of his C.R.P.A. interests with regret, but "I just have more jobs than I can attend to."

Mr. Coombs has been a C.R.P.A. director since Transamerica first acquired its substantial stock interest in 1946. He said there would be no change in the policies of C.R.P.A. and that full responsibility for operations would continue to remain in the hands of the local management, headed by President Thomas F. Sandoz, the chief executive officer. No other change was made in the list of elected officers of the company.

Following the board meeting Mr. Coombs stated that Transamerica "is very proud of the C.R.P.A. organization and will continue 100 per cent support to its expansion program."

President Sandoz announced that the company plans to operate to full capacity during 1952 with extensive salmon packing operations continuing on the Columbia river, Puget Sound, and in Alaska. Operation of the company's tuna cannery, he said, would probably be resumed shortly after the first of February.

McNary Dam Blockade Cut Blueback Spawning

A total of 120,000 salmon, the largest number since construction of Grand Coulee, were counted through the Rock Island dam on the Columbia during 1951.

Included were 101,782 Sockeye (Blueback), compared with 79,497 in the parent year 1947. However, spawning ground counts indicate that a portion of the run, which was blocked at McNary dam as a result of damage to the fishways there, apparently failed to reach spawning areas on the Wenatchee and Okanagan river systems. Sockeye are particularly susceptible to injury.

Thomas F. Sandoz, president and chief executive officer of the Columbia River Packers Association.

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● You'll find a Vilter installation at E. C. Phillips & Son in Ketchikan that's as modern as they come. Phillips freezes and stores big fish in a big way . . . and their new Vilter equipment helps them do it quickly and economically.

Two Vilter vertical compressors handle the normal storage cooling load, operating completely automatically, with one or both compressors operating as they are needed. During the season, a Vilter VMC booster gives them the cooling they need to freeze a full load of fish in the freezing room each 24 hours. After freezing, incidentally, the fish are glazed with ice and then sprayed at intervals during storage with water to renew the glaze.

Vilter refrigeration is helping to freeze and store fish in virtually every major fishing port around the world. Often there's a Vilter freezing plant or a Vilter PakIcer right on the fishing boat. Vilter is a favorite of fisheries because they know that operating costs are less, upkeep is lower, and trouble almost unknown with dependable Vilter refrigeration.

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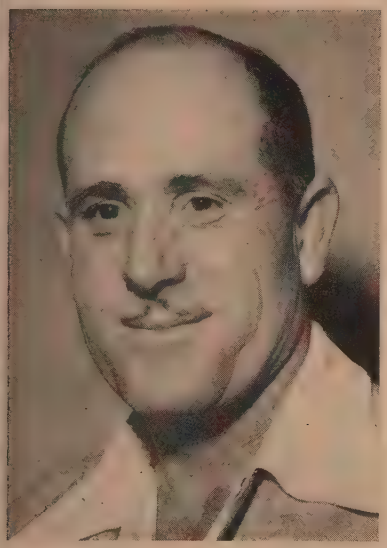
Pacific Fisherman's NEWS



Sam Crivello, newly elected president of the American Tunaboat Association, operates the "Sun Europa" out of San Diego and the Union Oil marine station in that port. He is a brother of Jack Crivello, executive vice-president of the Westgate-Sun Harbor Company, tuna packers.

Jack Courage Heads Washington Trawlers Union

Capt. Jack Courage, veteran halibut and trawl fisherman, is the 1951 president of the Otter Trawlers Union of Washington.

Members of the executive board are: Erling Skoogen, W. I. Scott, Carl Abramson Jr., Robert McCullough, Carl Serwold and Roy A. Peterson, all of Seattle; Mickey Nielsen of Kent; Ernest Olsen and Joseph Hanson of Bellingham; Harry Rickard and Andrew Zuanich of Everett; and Chet Peterson of Aberdeen.

Nick Kuljis was re-elected secretary-treasurer.

Ads Feature Skippers

A group of Southern California tunaboat skippers were featured recently in a series of ads by the Southern California Fish Corporation, Terminal Island, whose tuna label is "Blue Sea." The skippers included Captain G. C. Whitworth, Louis Aniour, William Valor, George Owens of the *Blakely* and John Q. Tufts of the *California Girl*.

Sam Crivello Heads Tunaboat Association

Sam Crivello, skipper and owner of the clipper *Sun Europa* was elected president of the American Tunaboat Association last month. He is believed to be the first Italian-American to head this organization. Harold Morgan, Sr., owner of the *Chicken of the Sea* was chosen vice president, and James T. Shreve, broker, secretary-treasurer. Board of directors to serve in 1952:

George C. Campbell, Arthur DeFever, Matt Ghio, William Hoss, Sverre Jangaard, Lewis L. Livesley, A. D. Madruga, E. X. Madruga, M. Machado Medina, M. O. Medina, Joseph H. Pombo, Joe S. Rogers, Manuel G. Rosa, Edward P. Silva, George Soares and F. W. "Pete" Szalinski.

Harold F. Cary was re-elected general manager and Dr. W. M. Chapman as director of research.

Bozanich Heads Fish Fleet Disaster Unit

Anthony Bozanich, fishing boat owner and fleet captain of Pan Pacific Fisheries, Terminal Island, has been named Civilian Defense head of the fishing fleet section of the Los Angeles Harbor Civil Defense and Disaster Corps. This section is recruiting its personnel and organizing and training them to evacuate fishing vessels and to use them in disaster operations.

The plan provides for deputy stations at the Fishermen's Cooperative Association office, Berth 73, at the Van Camp Sea Food Co. offices on Terminal Island, and at Berth 134.

Fish Boat Dock Project Still Alive

Despite a delay of months in acquiring necessary waterfront property on False Creek, negotiations are still in progress for the establishment of a fishermen's wharf in that part of Vancouver, B. C., harbor. The $100,000 appropriation passed last year is still available.

Capt. John Marincovich, newly elected president of the Purse Seine Vessel Owners Association.

North Calif. Shrimp Will Get a Trial

Commercial fishermen and operators at Eureka were studying the possibility of entering the shrimp trade in late winter following a conference at Fort Bragg when tentative regulations governing operations along the northern California coast were outlined, under the guidance of the California State Division of Fish and Game.

Shrimp operations would be an entirely new field for northern California fishermen, although many have worked at times in the trade in southerly waters.

"Banner" Towed Home

The dragboat *Banner*, out of Seattle, ran into trouble off the Mendicino county coast recently and was towed to port at Eureka by the U. S. Coast Guard cutter *Yocona*, which sped to the scene after contact was made through the *Arctic*, fishing craft operating in the same vicinity about 65 miles at sea. The *Banner* is owned and operated by T. E. Briewick, Seattle. She was not seriously disabled.

Serving every requirement for

NETS and NETTING SUPPLIES

of canners, purse seiners, trawlers and gillnetters

GILL NETS of

BARBOUR'S BEST

linen netting

We supply them, whether it's a single 300 fathom net, or hundreds of nets for a big Bristol Bay operation. Our modern net loft is equipped to selvedge gill nets, hang them complete, and ship them out ready for you and your fishermen to make profits. If you require netting only, we stock Barbour's Best, fine linen gill netting for quick delivery.

GOLD MEDAL

cotton netting

Whether it's a 400 or 450 Mesh Around Eastern Trawl, parts for it — an intermediate, a bottom, or a wing — or a complete trawl overhaul, our modern net loft can do the job for you! We use Gold Medal cotton netting for our trawls, because we know that fabrication of the netting is fully controlled by the manufacturer from selection of cotton in the bale to finished product to insure uniform strength and resistance to wear.

Edwards fish trap netting

Gold Medal seine twine

Barbour's salmon twine

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Pacific Fisherman's NEWS

A Miller Freeman Publication

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Hover Equipment Opens Moss Landing Branch

Expansion of marine engine and general boat repairs and service in the Monterey Bay area has resulted from the purchase by Hover Equipment Co. of the business of Boone Brothers Boat Repair and Machine Co., located for many years on Fisherman's Wharf in Monterey.

Phil Hover, president of the company announced that, in addition to the improved facilities at Monterey, he has established a branch shop at the Moss Landing One-Stop location near the Union Oil Dock.

Hover Equipment Co., directly representing General Motors and Chrysler in the sale of new marine engines, carries a large stock of spare parts at both locations and is equipped to do all types of marine and boat repairs.

Affiliated with Hover at Monterey and Moss Landing are Herb Anderson, Jim Boone, Walter Walling and Jane Balesteri. Phil Hover Jr., who has been with the company is presently serving with the U. S. Army Air Forces, attending Officer Candidate School in Texas.

5 Men and Vessel Lost Seeking Shelter

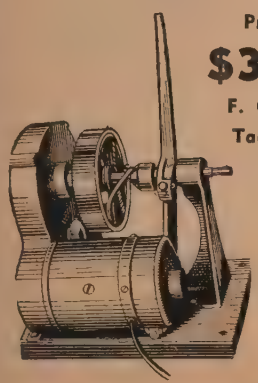
Manhattan, whose re-building was reported in PFN recently, is gone, and with her five young fishermen, including Skipper Billy Bone of Redondo Beach, Calif.

Except for some wreckage, identified as part of the 45-foot sardine boat and bait-hauler, there has been no trace of boat or crew. The boat left Redondo Beach in a heavy windstorm early in December, headed for San Pedro. Apparently the skipper changed his mind and steered for Catalina Island instead. Somewhere between the mainland and the Island, the boat met disaster. Missing in addition to Captain Bone, are Herbert W. Martell, Manhattan Beach; William F. Seaton, also of Manhattan Beach; Julius Bietz; and Jimmy Plant, Redondo Beach.

The loss of this boat and her crew can be traced partially, it is believed, to the fact that Redondo Beach has no protection for boats at anchor, which are at the mercy of the weather at all times. It is said that boats mooring there cannot qualify for insurance protection while at that mooring, because of the hazards of the unprotected area. At the time the *Manhattan* left port the winds were strong and skipper and crew wanted to head for safer mooring and protection. Another boat, *Linda,* left the Beach at the same time as the *Manhattan,* but turned back when the seas became too heavy for safe navigation.

The re-built *Manhattan* was Bone's pride and he declared to PFN shortly before the sinking, that he finally had in her the boat he had always wanted.

METAL MARINE PILOT
for True-Course Automatic Steering



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The AQUA-CLEAR Feeder enables you to cool gasoline or diesel engines directly with raw sea water—without any danger of rust, corrosion, electrolysis, or salting down the engine.

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No costly lay-ups to repair troublesome heat exchangers, expansion tanks, oil coolers, pumps, etc. *No moving parts to wear or get out of order.*

Absolutely prevents all rust and corrosion in cylinder heads, manifolds and water jackets, that cuts engine life in half.

No need to haul your boat—quickly and easily attached between seacock and pump.

Better and Cheaper than Closed Cooling

The AQUA-CLEAR Feeder costs only a fraction as much as closed cooling—only $50 for engines up to 150 h.p.; $75 up to 250 h.p.; and $120 for engines over 250 h.p.

FREE TRIAL

Order today from your boatyard, or direct. Try it 60 days on your boat—if not convinced it cuts costs and lay-up time, return for FULL refund!

Let the Roll of Your Boat Clean the Bilge

AUTOMATIC BILGE CLEANER

No scrubbing! No scraping! Just add a few ounces of AUTOMATIC Bilge Cleaner—reaches and cleans where nothing else can! Dissolves away all grease, slime and scum—mixes floating gas or oil with the water. Then pump the bilge and it's clean as a whistle. Also cleans fishholds, even topsides. Non-caustic. Harmless to paint, and fittings. Qt. only $2; Gal. $7.50. Money back if not delighted.

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STEPS UP EFFICIENCY OF FISHING CRAFT QUICKLY PAYS FOR ITSELF

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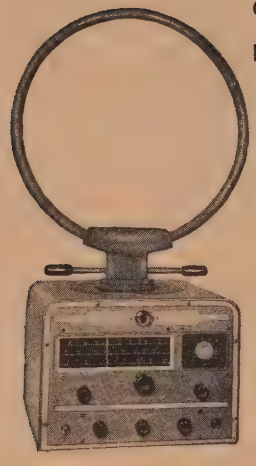

Model AR-8711

NEW RADIO DIRECTION FINDER

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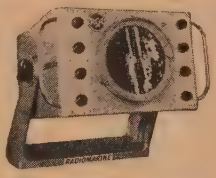
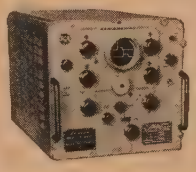
Makes navigation easier and safer, regardless of visibility or weather. In addition you and the crew can listen to radio programs, latest news, weather and market reports. Mounts on table or shelf using an inside or outside loop. Weight 14 lbs. Operates from 6, 12, 32 or 115 volts power supply.

● Now, owners of the smaller fishing craft can afford a Radiomarine Radiotelephone aboard their boats. Tenders can be equipped to keep in radio-telephone communication with their mother ship. This new popular-priced Radiomarine unit saves valuable time and operating expense, brings extra safety and convenience to all boats in the fishing industry. 4 crystal-controlled channels. Standard broadcast radio. Compact and rugged. Designed for easy mounting on table or bulkhead. Operates from 6-volt or 12-volt d-c power supply.



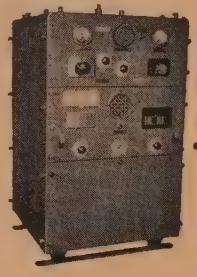
Radar

Small, low cost. Operates from 24, 32, 115, 230 volts d-c or 115/230 volts, 60 cycles. Mounts from overhead, on table or shelf, or on transmitter-receiver cabinet.



Loran

Direct-reading. Provides accurate fixes regardless of weather. Operates from 32, 115, or 230 volts d-c. Mounts on shelf or table, bulkhead or overhead.



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TUNA CLIPPER GOSSIP

Joe C. Correira, killed in action in Korea September 22, was buried with military honors at San Diego, January 4. He was a brother of *Frank Correira,* captain of the *Mermaid* . . . The 138′ wood clipper *Ecuador* left National Steel January 1 on her maiden voyage, fishing for French Sardine. Managing owner is *M. O. Medina,* and skipper and part owner is *Eugene Cabral,* whose brothers, *Stanley* and *Melvin* sailed with him. That left the *Star of the Sea* high and dry . . . It was reported she was for sale . . . Lou Birto's *Southern Pacific,* which had a narrow escape from disaster coming down from Tacoma, going ashore and being quickly pulled off before damage, sailed on her first fishing trip December 29, for French Sardine . . . Dolores Martinolich, daughter of *Anthony Martinolich,* president of the San Diego shipyard bearing his name, was married January 13 at St. Agnes Church, Point Loma to *Victor Marino* . . . *Gem of the Sea's* new skipper is *Tony Gonsalves,* who replaced *Tony Jesse,* who took out the new *Helen S,* built by Harbor Boat & Yacht. She sailed December 13 . . . *Aggressor,* newest clipper from the Martinolich yard, left for the banks December 19. Managing owner is *Joseph C. Rogers* of the *Mary Jo* . . . *Joe S. Rogers* hopes to send the 150′ clipper *Constitution* on her initial fishing trip in late March. She is built by Campbell. Skipper will be Joe's nephew, *Manuel Neves* . . . *Manuel Chula* and wife returned from a six months' visit to southern Portugal January 9. While he was aboard, *Carl Soares* ran the *Leona C,* and came back from his final trip with a capacity fare . . . *Joe M. Medina,* owner of the *Queen Mary* returned from Pico Island, Azores, for the holidays. He has a whale reduction plant there . . . *Melvin Morgan* also came home to San Diego for Christmas. He has been running the clipper *Hortensia Bertin* for Van Camp out of Panama . . . *Leonard Drummond* has bought *Al Santos'* interest in the *Julia B* and replaced him as skipper. Al is shoreside for awhile . . . *Manuel Monise,* who was skipper of the *Ruthie B* until a serious illness, is now fishing with his brother-in-law, *Joe DeGraca,* on Manuel Rosa's *Belle of Portugal* . . . *Esmael Virissimo,* skipper and co-owner of the new *Equator,* had a most successful maiden voyage, bringing in to French Sardine a capacity fare . . . *Salvatore Olioto,* former captain of the *Santa Rosa* is now skipper of the *Sunset,* replacing *Pete Neves* . . . *Jack Canas'* new clipper *Agnes C* left on her maiden voyage with *Manuel J. Colergo* as skipper. He came off the *Sea Lion* and *Joe Alves, Jr.* replaced him . . . *Joe Lewis* took over command of the *Marine Greyhound.* He came off the *Steven L.*

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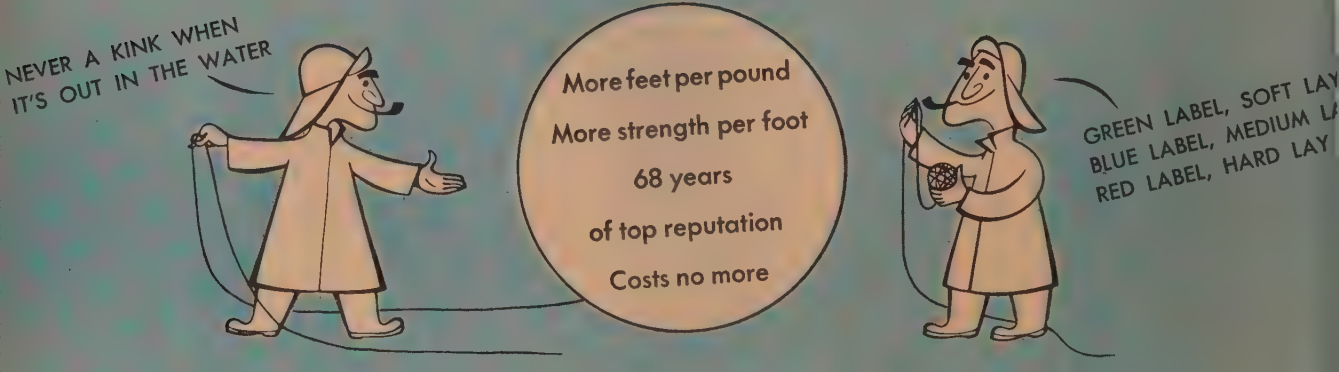

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San Francisco Soundings

Bill Rowland, San Francisco, has installed two GM 6-71 diesel engines in his Albacore boat *Rowland R. Sr.* The craft fished for the Washington Fish & Oyster Co. tuna cannery in San Francisco last year.

John Aliotti, San Francisco, former owner of the purse seiner *Sea Star,* has purchased the small Monterey purse seiner *New Glory* from *Sal Dentici,* Monterey. John and his son, Paul, will operate *New Glory.*

Sammy Tarantino, skipper of the San Francisco purse seiner *New St. Joseph* had some tough luck last month when he hit the San Pedro breakwater. The craft is being repaired at the San Pedro Boat Works.

The *Admiral King,* Benny Pignatti, San Francisco, skipper, has had a most successful season trawling out of Crescent City for the Tom Lazio Fish Co., Eureka.

Johnny Aiello, skipper of the San Francisco purse seiner *Pearl Harbor* has stripped her net and is laying her up until next sardine season.

Lincoln and *Crescent No. 2,* owned and operated by Consolidated Fisheries, Inc., San Francisco, have been equipped with 65 watt Northern Radio telephone systems.

Alfred Puccini, president of the West Coast Crab Co., and A. Puccini & Sons, well known sea food producers, is opening a sea food restaurant—the Sea Wolf at Jack London Square on Oakland's water front.

Nuncio and *Dominic Fruciano,* San Francisco, are having *Frank Pasquinucci,* Sausalito Boat Works, build them a 34′ combination boat. The craft is powered with a GM 6-71 diesel engine, with 2-1 reduction gear, Monel shaft, and Michigan propeller purchased from and installed by Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco.

Al Scafani, skipper of the 30′ San Francisco crab boat, *Scafani Bros.,* recently repowered that craft with a new GM 2-71 diesel engine, purchased and installed by Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco. The engine has a 2½-1 reduction gear.

Angelo Gandolfo, son of *Joe Gandolfo,* part owner of the San Francisco purse seiner *Aurora,* will be married this spring to Miss Gloria Caruso, also of San Francisco. Angelo works for A. Paladini Inc.

Karl Engberg, Eureka fisherman, has been appointed as the Humboldt Bay representative of the Pacific Coast Fish Producers' Institute. Engberg has been highly active in promotion of organization activities at Eureka and along the north coast generally.

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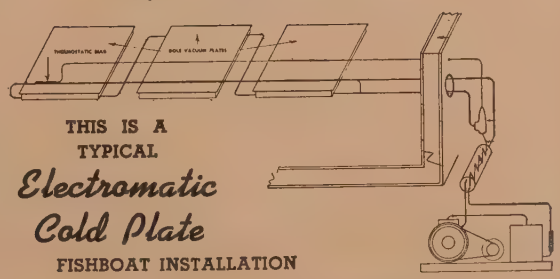
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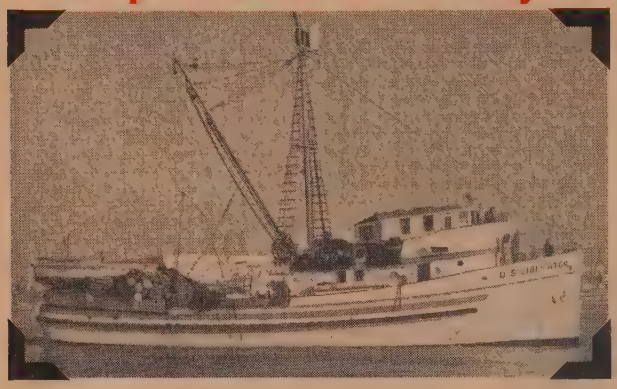
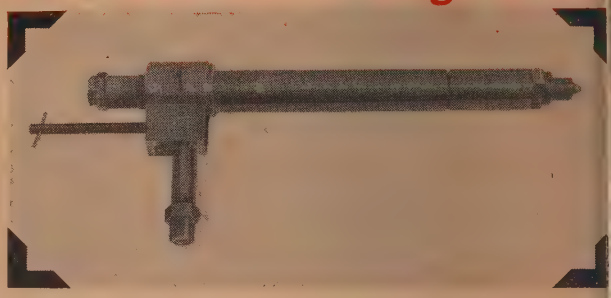
STANDARD ENGINEER'S REPORT

DATA	
PRODUCT	Standard Diesel Fuel
UNIT	85 foot purse seiner — 400 H.P. Enterprise Diesel
CONDITIONS	Fishing off California and Mexico coasts
PERIOD	Since 1944
OWNER	Sal Colletto Monterey, Calif.

No deposits on diesel injectors in 1200 hours tough work



THE M.V. U.S. LIBERATOR fishes the high seas from California to as far south as Acapulco, Mexico. Her 400-H.P. propulsion engine works hard in the heavy seas, tides and tropical storms.



STANDARD DIESEL FUEL, used in the U.S. Liberator's engine since she was built in 1944, has always provided plenty of power and smooth operation under all conditions—has burned "clean" and kept fuel parts in good condition, according to her skipper and owner, Mr. Sal Colletto. Note the injector above removed for photographing after completion of a 1200-hour fishing cruise.

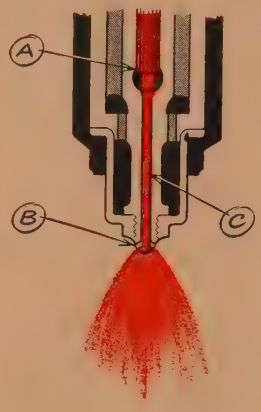
USING RPM DELO HEAVY DUTY Lubricating Oil, here being added by Chief Engineer Buda, has practically eliminated bearing and piston overhauls on the engine. After seven seasons of work without overhaul, an inspection showed the tool marks still on pistons, rings free and in good condition, bearings tight. During this period, oil was drained at about 250-hour intervals.

REMARKS: Standard Diesel Fuel and RPM DELO Oil work together to develop the highest efficiency in diesel engines and come in different grades to meet operating conditions in all sizes and types. The fuel comes to you clean and is made to exact specifications; the oil contains special compounds which resist oxidation, corrosion, stop foaming and prevent wear.

STANDARD DIESEL FUELS — RPM DELO — LUBRICATING OILS

TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



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B. Proper ignition quality provides even burning and sustained power with minimum combustion shock, quick starting and smooth idling.

C. Has correct viscosity to provide lubrication of fuel-system parts—assures less wear, minimum leakage and clean injection cut-off.

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STANDARD OIL COMPANY OF CALIFORNIA

SOUTHERN SEINE SETS

VARA GRUBE'S "Purse Seiners" won first prize in the marine art exhibit staged by the women's auxiliary of the Fishermen's Cooperative Association, San Pedro, in December. A Japanese-American merchant bought the painting . . . Funeral services for *Joseph Vitalich,* 68, veteran fisherman of San Pedro, were held Dec. 15 at Mary Star of the Sea church. He was a resident of San Pedro for 32 years, born in Komiza, Yugoslavia. He leaves his wife Marga, daughter; Mrs. Josephine Nizetich; son, Andrew; brothers Nick and Jack, all of San Pedro; a brother Lewis of Washington; a sister, Katie Mardesich, San Pedro; and three grandchildren . . . *Mel Kolumbic* has been elected by the membership of the fishermen's union, San Pedro, as blood bank director in a move by the fishermen to establish a blood bank of their own. Recently a San Pedro fisherman required 27 pints of blood during an extended period after surgery . . . Union Ice Company will construct a new $21,000 reinforced concrete wharf on the westerly side of Fish Harbor, Terminal Island . . .

HELEN VILICICH became the wife of Mr. Micheal Sevo at a ceremony in San Pedro in December. She is the daughter of Mr. and Mrs. *Joseph Vilicich.* Jerry Vilicich, the bride's brother, served as best man, and ushering were Steve Bozicevich with John Vilicich and Steve Vilicich, the bride's cousins. The bride's father owns the *Resolute* . . . *Anthony Misetich* and crew were hauling the *Anthony M's* big tuna net via truck to Berth 73 in San Pedro when net and fishermen tumbled off the back into the road. A 15-ton navy crane came to the rescue in piling the nets back on the truck while police re-routed traffic . . . Van Camp Sea Food Co., Pan Pacific Fisheries, Coast Fishing, French Sardine, California Marine Curing and Packing and South Coast Fisheries all made cash donations to prize money in the recent marine art exhibit at the Fishermen's Cooperative Assn.

SAM BRACO will skipper the *Veteran* when she goes to El Salvador to conduct experimental fishing operations for that government. The seiner fished for Van Camp Sea Food Co. . . . *Johnny Zankich* of the seiner *Vittoria* is now operating the *Northern Isle,* ex-*King Phillip.* His brother Vince is reported to be at the wheel of the *Vittoria* . . . Young *John Sestich,* whose father has the *Arlene S,* and Anthony Misetich *(Anthony M),* provided accordion music at the recent candlelight installation of officers for the new Fishermen's Cooperative Auxiliary of which Mrs. Andrew Tipich is president. . .

WESTERN EXPLORER, returned from Bluefin fishing off the East Coast, has a new plywood Mardesich skiff, using an Atlas skipper for power . . . Orfeo Kostrencich of the *Adriatic* is the father of a baby girl . . . Anton Misetich is to skipper the *Anthony M.* His brother Dominick has been ill . . . Nick Trutanich now is in command of the *California* . . . Mike Puliselich is fishing the Misetich *Robin Hood* for sardines . . . Larry Zuanich is back on the *Cesare Augusto* after a stint as skipper of the *Sunbeam,* which now is fishing in Peruvian waters . . . Ted Lucich sold the

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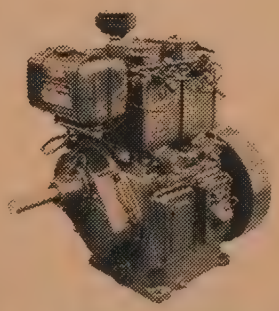

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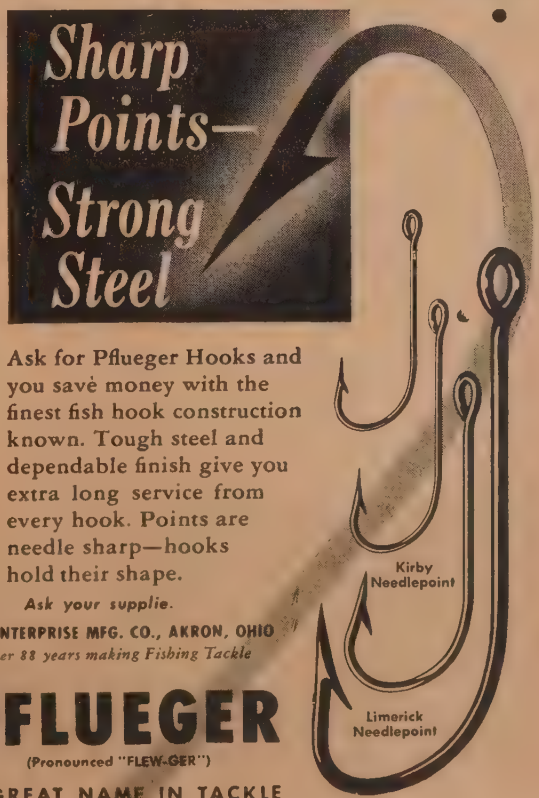

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Defiance's power skiff to the *Delores M.* . . . Tom Mardesich has the *Santo Antonio* for sardines . . . Don Loker was back in San Pedro from Japan, Dec. 21, in time to attend French Sardine Company's annual Christmas party on Terminal Island . . . Fifty purse seiners took shelter in San Diego Dec. 18 when bad weather made sardine fishing hazardous. Among the vessels docked temporarily at the Embarcadero and municipal piers were the *Storm, Discovery, Fleetwood, Sea King, Golden Gate* and *Seven Seas* . . . Mary Jezin, only recently in the United States from Yugoslavia, has announced her engagement to *Steve G. Setka*, San Pedro fisherman. . . .

VIC SAMSON of the FAWS, San Pedro, has announced that sardine receipts for San Pedro thus far this season are more than 60% off last year's volume. An unusually large number of sardine schools for this time of the year have been reported far to the south of the customary fishing grounds . . . San Diego is profiting from the poor San Pedro sardine season—on Dec. 19 there occurred the greatest single day's sardine haul of the 1951 season: 220 tons from 10 purse seiners. Largest single catches were on the *Rex, Amelia, Galileo, Empress, Alpeno.* All the fish were caught in an area extending close inshore from Coronado to La Jolla . . . Annual meeting of the Commercial Fishermen's Inter-Insurance Exchange is scheduled for February 11 at San Pedro . . . The *Sunlight* became the *Golden Gate* when she was purchased by Jack Borcich and Andrew Vilicich of San Pedro . . . Wilber's Boat Yard staff has moved into new offices but still in the same waterfront location in Long Beach.

There's a new shop, stockroom and show room . . . *Defiance* was recently drydocked at Harbor Boat Building for engine repairs before going north for conversion to a bait boat.

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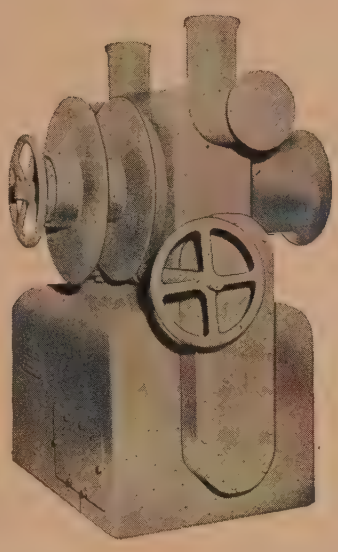

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"Comet" Lost to Fire On Maiden Trip

The tuna industry was shocked by the explosion and loss of the big new tuna clipper *Comet* which had left her Tacoma builder's yard only a few weeks before. The entire 17-man crew was saved. The boat was off Guayaquil, Ecuador, riding at anchor early in the morning hours when the explosion set off a roaring fire.

Arthur DeFever, naval architect, designer of the clipper which was one of the largest, was managing owner of the vessel.

The crew, including Joe Madruga, skipper, were returned to San Diego. Madruga said, "We thought it was another Pearl Harbor when the first blast struck. We're all lucky, very lucky to be here." The crew was picked up by the clippers *Saratoga* and *Santa Helena*.

The crew included: Dyer W. Wells; Ivar Dahlberg; Harvey Albright; Lester Perrin; Ross Miller, Antone Rose; Sebastian Silva; Maximino Garcia; Delmacio Mesinas; Gilbert Xavier; Sigifredo Solis; Edward Rose; George Teixeira; John J. Vieira; Frank Chase; Elias Madriz. There were also two cameramen aboard.

Santa Cruz Sardine Lampara Men Do Well

Eight Santa Cruz crews of small lampara fishing vessels, fishing for sardine for Monterey Bay canneries off Avila and Santa Barbara are now back in their home port, after leaving for the south around Sept. 1.

According to reports they had a very good season, the share per man averaging about $3,000.

New Boat Bought Before Completion

Frank Iacono of San Pedro has purchased John DiMeglio's new boat, which is nearing completion in the southern port. He has ordered a General Motors 371 diesel engine, with 3:1 hydraulic reduction gears and equipped with front power takeoff.

A Columbia propeller and 2" Monel shaft were chosen for the 37.4 x 11.6 boat, which will carry 10 tons iced. Goodrich Cutless bearings have been used. The *Jimmy Boy* has a 6 x 8 keel, 1¼" planking and ribs 2 x 2 on 10" centers. There will be accommodations for a four-man crew. John Tassio was builder of the new fantail craft with DiMeglio.

Continuous Operations Due For "Ocean Pride"

Sterling Shipyards, subsidiary of Canadian Fishing Co., Vancouver, B. C., turned out another smart combination seiner recently — *Ocean Pride*, for Captain Johnny Dale and Captain Harold Hendricksen. The vessel will be used for salmon, herring and halibut according to the seasons, which means that it will be almost continuously active.

Seventy-four feet long, with a beam of 20', *Ocean Pride* is powered with a 275 h.p. Caterpillar diesel engine. She was designed by H. C. Hanson, Seattle naval architect.

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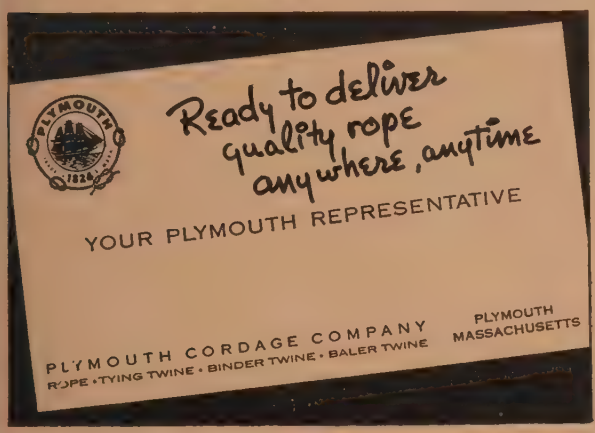

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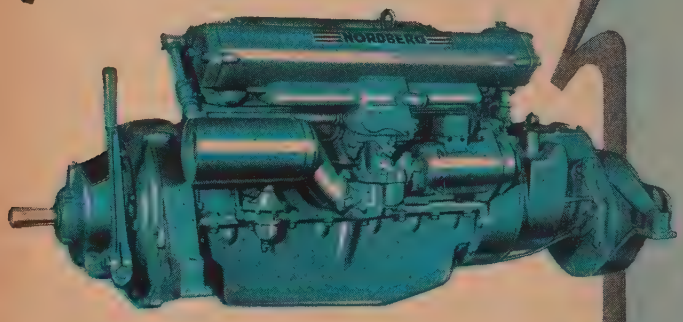

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17. *Hydraulically-operated* Paragon reverse and reduction gears optional in comparable ratios at no extra cost.*
18. *Stainless steel* ignition wire—no corrosion.
19. *Six volt* electrical equipment is standard; 12 volt available optionally.
20. *Built-in* auxiliary pulley drive optional on all models.
21. *New clutch pulley* for auxiliary driven equipment, optional. 180° twist of handle instantly disengages auxiliary driven equipment, eliminates need of taking V-belt off of sheave by hand.
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NEWPORT NEWS

There was but little activity along the Newport waterfront during the holiday season, owing to a succession of high winds and rough water, which kept practically all boats tied up to their docks, and most of the exercise their skippers got was in trying to keep them that way. Bobby Denham, who operates the oyster dredge, *BOBBY*, had his troller *ERWIN D*, formerly known as the *VIKING*, tied up, as he had just concluded a deal for the boat, when her lines parted in one of the recent storms, and she started, unobserved, drifting down the bay. While searching for her, two trolling poles were observed sticking out of the water in the vicinity of the C.M.C. boat yards, in the channel. The *ERWIN D* was found under the poles, evidently having been rammed and sunk by a log. They succeeded in dragging her in to the beach, where repairs will be made.

The dragger *MARIE H*, skippered by Rex Davenport, who started to sea by herself at Depoe Bay, during the big wind, and wound up in the entrance with her stern on the rocks, is now on the ways at the C.M.C. getting a whole new stern, as well as repairs to her wheel and rudder. The Depoe Bay Coast Guard deserve credit for pulling her off the rocks when they did, minimizing the damage, and one of the Tradewind boats for bringing her to Newport, where she could get on the ways. Those Tradewind boats are always there to help, when some one is in trouble. And, altho' rarely, they sometimes need help. A few days before Christmas, with a bar pilot aboard, one of them was in trouble on the bar and the Newport Coast Guard gave them an assist.

Kenny Thompson evidently has a very small leak, in a very obscure place, on his *CLEORA*. The Coast Guard pumped her out when Kenny was on his hunting trip last fall, the water being around the engine, and was called to duplicate the job a few days ago.

Several boats are awaiting a chance to do some scrap fishing along the reefs, there being offers of 15¢ for ling cod. As it takes a few days of flat ocean to bring them back in to the reefs after a good blow, the boats are still waiting. Looks like this is the little joker in the 15¢ price.

We have had two 70 mile winds within a few days of one another. One of the boys had 100 crab pots out, and lost 90 of them, which put him out of the crab business. The average loss to the rest of the boys, some of whom had several hundred pots out, ran around 20% of their pots. When the weather is good the crabbing is likewise and each two good days straight, when the pots can be pulled, fills up the canneries.

Speed Hall, who has Ben Safely skippering his *DARE II*, has purchased the *MARAGARET E* from Swede Erickson, who still has his *ETHEL G*, and Dick Pitts will draw the job of skippering the new boat. Dick has been working for the C.M.C. since last September and, accompanied by Swede, will take the boat to Astoria, when the weather lays down, and have her equipped with all the gear needed to use her as a dragger.

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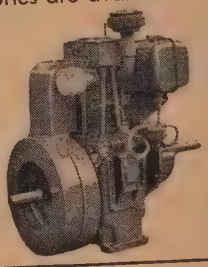

MODEL AVA-1—Single cylinder, Air Cooled, 4 cycle full Diesel Engine, 4.5 horsepower @ 1500 RPM. Available with direct drive or with clutch—either operating at engine speed or half-engine speed. Precision type bearings. Full pressure lubrication throughout. Fly wheel fan cooling.

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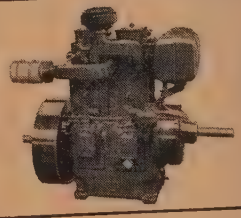

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MODEL AV-1—Single cylinder, Water Cooled, 4 cycle full Diesel engine, 5 horsepower @ 1500 RPM. Other specifications same as for Model AV-2 above.

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LOS ANGELES
SAN DIEGO

SHEPHERD MARINE

SAN PEDRO

Moss Landing—Monterey Bay

Of interest to the many people who saw the boat *Columbian* in Moss Landing Harbor and learned her history, is the announcement that she has been purchased by *Gene French* of Salinas, who plans to put her in operating condition for the coming season.

According to her last owner, *Ed Weidenaar,* who fished alone on the *Columbian* for a number of seasons, the boat was once a two masted schooner and belonged to Zane Grey, the writer. At that time, she was a world traveller, visiting many strange ports, the heroine of many a sea adventure. Later, with her masts cut down, the vessel was turned into a fishing boat. Old-time fishermen tell how the gallant lady would ride out storms when everyone else headed for port. Her sturdy build and wide beam took it all in stride.

Last spring she was towed up from Morro Bay by the *Gary Lee,* with Skipper *Ed Weidenaar* at the wheel. Off Point Sur in a howling wind and rainstorm, the *Columbian* really looked the briny deep straight in the eye. After the tow line broke a number of times threatening to set her adrift, the Coast Guard was called and brought her safely into Monterey.

All summer long prospective purchasers looked at the old girl and tried to figure out ways of stripping her and burning the hull. Again she was saved from the "bone yard" by "Frenchy" who saw seasons of usefullness in her yet. The work of rehabilitating the *Columbian* will begin soon and once more she will ride out the gales with the best of them.

According to the Assessor's office, vessels which regularly base at Moss Landing and qualify for designation of the Harbor as home port, should register at the Court House in Salinas prior to the March assessment date in order to obtain required tax clearance certificates.

The tax rate will not be computed by the authorities until the valuations for all properties in the county have been recorded, but is estimated at around the figure for the past two years, $3.63 per hundred. The tendency for some increase in the 1952 base due to levy of a Harbor tax and also because of increased County costs it is believed will be offset by the very substantial growth in industrial improvements, such as the Pacific Gas and Electric company steam-electric generating plant and the Kaiser Chemical Manufacturing development, both at Moss Landing, as well as other new buildings and increased land valuations throughout the county.

Gail Smith on his *Chief Joseph* and John Jacobson of the *Harold J,* finally have called it "season's end" and headed north for Puget Sound waters, travelling together as partner boats from Moss Landing.

Mr. and Mrs. *Harold Fearn,* of Gibson's Landing, British Columbia, recently read an article in the Pacific Fisherman concerning the Monterey Bay area and Moss Landing. The Fearn's are owners of the combination commercial fishing boat *Western Pride* and they wish further information and pictorial literature to enable them to decide between remaining in the North or selling their home and moving to such a progressive sounding community and warmer climate.

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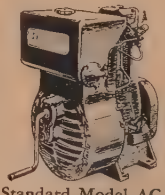

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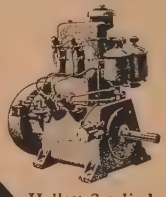

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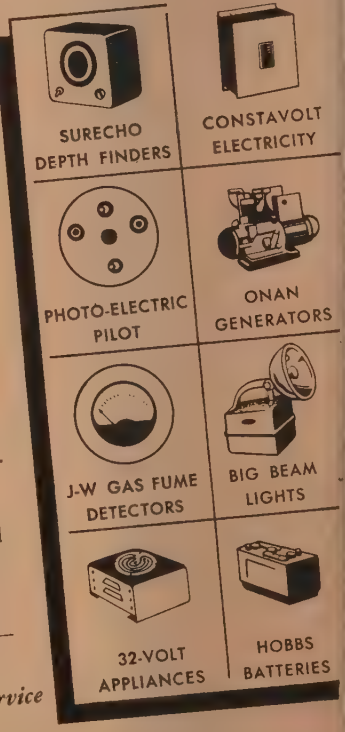

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F.V.O.A. Re-elects Einmo

Capt. Arne Einmo, master of the halibut schooner *Polaris*, was re-elected president of the Fishing Vessel Owners Association for 1951.

Sig Hegge is vice president and Pete Ness secretary.

Trustees chosen at the January election were: HJalmar Stanness, Anton Eliasen, Ragnvald Selset, Peter Jorgensen, and Jacob Knutsen.

Harold E. Lokken continues as manager.

John E. Farley, 56, co-owner, San Diego Fish Company died suddenly while on the San Diego-Coronado ferry, October 30.

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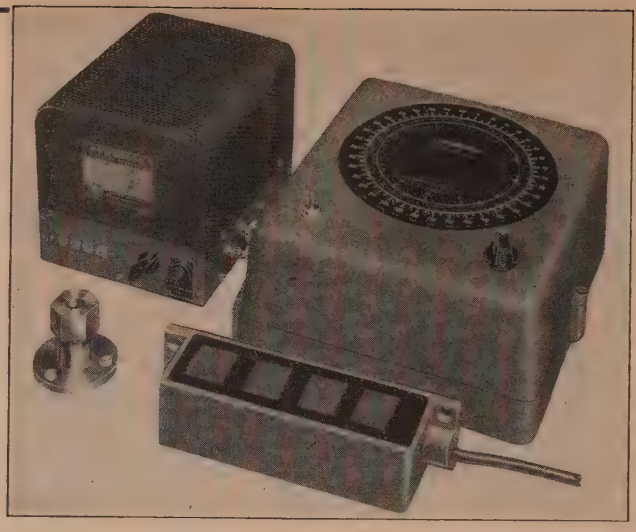

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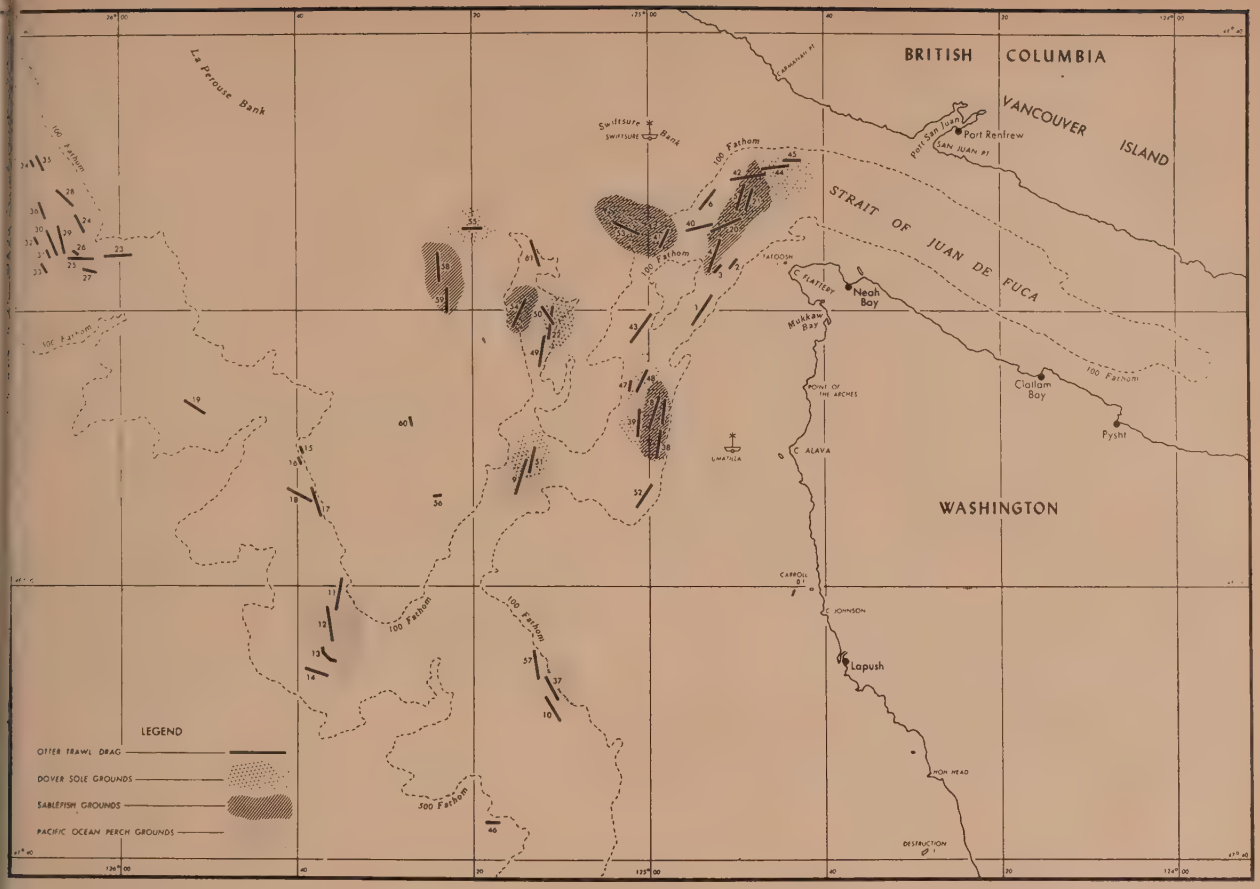


DEEP TRAWLING EXPLORATION

*By DAYTON L. ALVERSON**

The first in a planned series of exploratory fishing cruises intended to ascertain the bottom-fish varieties available and the commercial possibilities of otter trawling in the deeper ocean waters of the Pacific Northwest, beyond the present range of the region's trawl fishery, was made in the late summer and fall of this year by the U. S. Fish and Wildlife Service's exploratory fishing vessel *John N. Cobb*. Exploratory fishing was conducted off the Washington coast between latitudes 47°40′ N. and 48°40′ N., and extending 55 miles seaward. Roughly, the area covered is between Destruction Island and the northern portion of Swiftsure Bank. The vessel left Seattle on August 27 and returned on October 19, 1951. During the eight weeks of operations, 61 drags were made at depths ranging from 80 to 530 fathoms. Biologists from the Washington State Department of Fisheries and the University of Washington participated in the collection of data and also tagged some of the fish which were taken.

If the demand for trawl-caught fish continues to grow, opportunities for increased production will be limited to several alternatives: (1) obtaining a greater yield from existing grounds; (2) developing new grounds further to the north, such as in the Gulf of Alaska and the Bering Sea; (3) or extending existing grounds to greater depths. The limited development within the past several years of deep-dragging grounds off Eureka, California, and Newport, Oregon, has demonstrated the feasibility of production at depths beyond the 100-fathom curve. Further testing of the opportunities in deep trawling was the principal objective of the cruise under report.

The Area Explored

In referring to the detailed chart it will be noted that the exploration covered an area measuring nearly 60 miles north and south and extending up to 55 miles offshore. The most prominent submarine feature of this region is the deep-water trough which extends from Cape Flattery in a southwesterly direction and terminates in deep water 25 miles west of

*Fishery Methods and Equipment Specialist, Exploratory Fishing and Gear Development Section, Branch of Commercial Fisheries, U. S. Fish and Wildlife Service, Seattle, Washington.

Carrol Island. The deeper portions of this trough have a depth range from 150 to 200 fathoms. South of the trough, the continental "shelf" extends offshore for approximately 20 miles before the steeper continental "slope" begins. To the north and west of the trough, the continental shelf broadens and extends approximately 50 miles seaward, forming a shallower off-shore bank sometimes locally referred to as "the spit." Depth contours, drag locations, and areas of special fishing interest are shown in the accompanying chart.

The continental slope below 200 fathoms was generally found to be quite steep and broken by numerous submarine canyons. Few areas suitable for trawling were located deeper than the 200-fathom contour. Between the depths of 100 and 200 fathoms, the slope was found to be more gentle and with fewer irregularities. Bottom samples collected from the entire area included gravel, rock, sand, mud, and a few large boulders.

The bottom topography of the "trough," as contrasted with the abrupt slopes of the offshore banks, was found to be relatively level and suitable for trawling. Clay, mud, and sand were prevalent in bottom samples from the trough with occasional showings of gravel and rock. Only a few snags were encountered here.

Standard Gear Used

All exploratory drags were made from the *John N. Cobb* with a standard 400-mesh Western trawl in common use in the Pacific Northwest so as to permit ready commercial appraisal of results. The specifications for this net are given below:

Section of Net	Length in Meshes	Mesh Size	Thread
Wings	100	4¼	42
Body	100	4¼	42
Intermediate	75	4¼	60
Cod end	50	3½	108

The head rope of the net was made of ½" diameter wire rope, and the foot rope was of ⅝" diameter wire rope, both wrapped with manila. The doors wer 4' by 8' and weighed 850 lbs. each. One thousand fathoms of ½" diameter cable were carried on each of the two winch drums for use as trawl warps, and 20 fathoms of "dandy-line" gear were used between the doors and the net.

Floats present a particular problem in deep-water trawl fishing in that they must be capable of withstanding the extreme pressures encountered. Two styles of deep-sea floats constructed of an aluminum alloy proved satisfactory at depths to 530 fathoms.

A "floater"—a cod-end filled to capacity with Pacific Ocean Perch—comes to the surface under the approving eyes of a flock of expectant gooneys — properly the black-footed albatross, who supervise every offshore drag of a Pacific trawler. Ocean perch and their relatives expand as they come up from deep water, causing the net to float. This was one of the "John N. Cobb's" deep drags.

Both types are spherical in shape and 8" in diameter.

One float is made with a lifting plane around the lower portion of the sphere, which is claimed to increase the lifting ability of the float from 6 lbs. static bouyancy to 30 lbs. at normal towing speed. Usually three round aluminum floats were fastened to each wing of the net, and four of the plane-type floats were fastened to the head rope. The net so rigged gave good catches of both flat fish and round fish. These floats are manufactured in England and were used in this survey because domestically-made floats with a similar pressure resistance could not be obtained at the time.

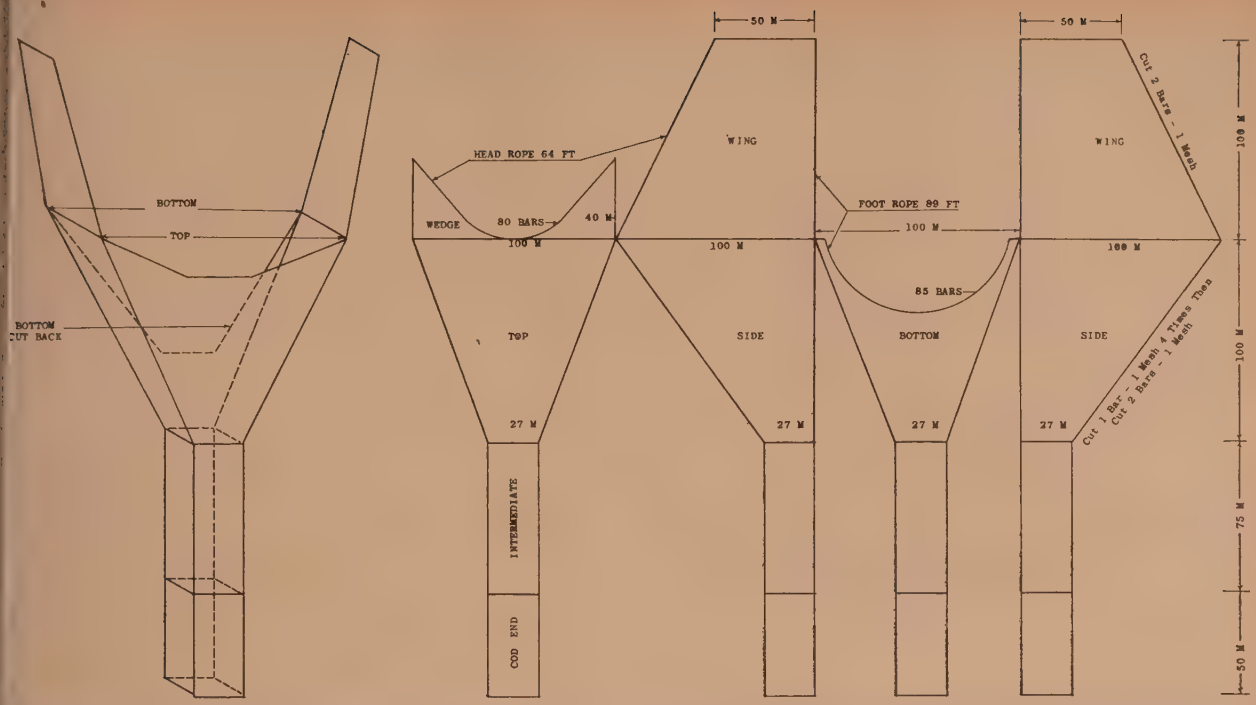
A Dietz-LaFond-type bottom sampler was used in collecting bottom deposits.

Author of the accompanying article, showing the types of aluminum floats used successfully as deep as 500 fathoms. Note the flange on the float on the right, designed to give added lift through planing action in towing.

Small Scope Employed For Deep-Water Drags

The fishing methods used in this trawl survey were similar to those commonly practiced by Pacific Coast otter-trawl vessels. The net was set from the stern and picked up from the starboard side. Normal trawling speed was about 2.5 miles per hour. A scope ratio of to depth of water of 2 to 1, plus 20% of the depth, was found to be a satisfactory ratio for most depths fished. In several very deep drags a ratio of slightly less than 2 to 1 was utilized successfully. Generally, the scope may be decreased as the depth increases.

In exploratory trawling, considerable time is consumed in locating suitable bottom. Although the navigation charts which show soundings of the area assisted in determining the general topography of the bottom, they do not show numerous irregularities which may be encountered. The use of a constant-recording echo sounder proved of great value in locating new grounds. All prospective drags were first sounded out with the depth re-



The 400-mesh Western otter trawl used by the FAWS exploratory vessel "John N. Cobb" in the deep-trawling discussed in this article. Wings, bottom, top and sides are 42-thread 4¼" cotton webbing. Intermediate is 60-thread 4¼" cotton. Cod end is 108-thread 3½" cotton. All mesh sizes given are stretched measure.

corder and if the bottom appeared to be relatively uniform, a set was made; nevertheless, even with these precautions many snags were encountered which damaged or destroyed gear. Short drag marks on the chart indicate snagged tows. When feasible, an effort was made to hold to a uniform depth contour for each particular drag.

In determining the position at sea, loran was used extensively. Loran fixes were obtained at the beginning of most drags and the positions were accurately plotted on the navigation charts. In a few cases where drags were made in close proximity to land, radar bearings also were taken to plot the position.

All drags lasted for a period of one hour, when possible. The catches were sorted on the deck and the approximate weights of various species were recorded. Dominant varieties were sampled for size and weight, and certain quantities were saved for technological studies.

Results of Fishing

The *John N. Cobb* found three species of fish, Dover sole *(Microstomus pacificus)*, sablefish *(Anoplopoma fimbria)*, Pacific ocean perch *(Sebastodes)* alutus available in commercial quantities at depths between 100 and 225 fathoms. The chart accompanying shows areas in which good catches of the three species were taken. The shaded regions outlining Dover sole and Pacific ocean perch fishing grounds yielded catches of 1,000 lbs. or more per hour. Areas where sablefish grounds are indicated gave catches of 500 lbs. or more per hour.

DOVER SOLE: The best hauls of Dover sole were made in the trough north and west of Tatoosh Island. This area yielded a number of catches of Dover sole exceeding 1,000 lbs. per hour, and one drag produced 3,200 lbs. The bottom in this region was clear of obstruction and composed of mud, clay, sand, and some gravel. South of this area several bad snags were encountered on drags 2 and 3.

Good catches of Dover sole, up to 3,000 lbs. per hour, were also made in the trough from Point of the Arches south to Cape Alava. The bottom in this region was generally clear. For best Dover sole catches, see drags 8, 20, 21, 22, 38, 39, 41, 44, 45, 48, 51, 53, 55, and 57 in the chart.

The Dover sole taken were of good commercial size. A random sample of 200 fish ranged from 13 to 25" in length with the average being slightly over 18".

The only other flat fish taken in considerable quantity were the arrow-toothed flounder or "turbot" *(Atheresthes stomias)* and the rex sole *(Glyptocephalus zachirus)*, not generally marketed north of the Columbia River.

SABLEFISH: The best catches of sablefish were also made in the trough north and west of Tatoosh Island. Drags in this region yielded from 500 to 2,500 lbs. of sablefish per hour. For best sablefish catches, see drags 4, 5, 8, 20, 38, 41, 42, 53, 54, 58, and 59. The fish were of good commercial size, and a sample of 162 fish averaged almost 9 lbs.

PACIFIC OCEAN PERCH: Pacific ocean perch were by far the most common and the most abundant fish taken in the deep-water trawl work. This species was especially common on the offshore banks at depths from 125-220 fathoms; however, many good catches were also made in portions of the trough. Probably the best prospective fishing grounds discovered for these fish were on the continental slope, approximately 35 miles west of Cape Johnson. Drags in this region gave catches ranging from 1,000 to 5,000 lbs. per hour of Pacific ocean perch. The bottom in this area was mostly clear of obstructions, although several large tears in the net were made in drag number 13 at depths from 216 to 225 fathoms.

Another region where several excellent catches of Pacific ocean perch

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DO YOU KNOW The Seaboard Packing Co. of Lubec, Maine

THEY USE PROFITABLE *Lathrop* POWER

This is the 75 ft. Sardine Carrier **BLACK DIAMOND**, captained by **Wellington Dick.** It will be one of the fastest on the East Coast when a new **187 HP. LATHROP DH-200 DIESEL** is installed in March. This is Captain Dick's fourth Lathrop engine.

Write for new catalogs. 19 Different Models 20-200 HP. Gasoline & Diesel Marine Engines

THE *Lathrop* ENGINE CO.
MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

ere made was about 55 miles due est of Cape Flattery; however, for e majority of drags made, the bot- m in this area was not found adapta- e for trawling. Many snags were countered and several large bould- s were caught in the net. A con- derable amount of gear was lost in is region. For best Pacific ocean rch catches, see drags 9, 11, 12, 13, , 25, 29, 30, 37, 49, and 54 in the hing log. A random sample of 202 acific ocean perch averaged close 15" in length and weighed over 2 s. per fish.

Many species of rockfish were tak- n in smaller amounts along with the tches of Pacific ocean perch. Four rieties commonly caught included lit-nosed rockfish *(Sebastodes dip- proa)*, rosy rockfish *(Sebastodes saceus)*, black-mouthed rockfish *(Sebastodes crameri)*, and round- ned rockfish *(Sebastolobus alasca- us)*. A catch of approximately 1,000 s. of large black-throated rockfish *(Sebastodes introniger)* were taken drag number 13. They averaged early 18 lbs. per fish.

Trash fish, including long-nosed kate *(Raja rhina)*, and black skate *(Raja kincaidii)*, dog-fish *(Squalus uckleyi)*, ratfish *(Hydrolagus col- ei)*, and hake *(Merluccius produc- us)*, were commonly taken in the rough and at times dominated the atches. The offshore banks contained much smaller percentage of trash sh, and most hauls there were quite lean.

950 Sardine Year Dismal to the Close

The year ended for the northern alifornia sardine industry with some 46 tons of sardines being landed in San Francisco, as compared to 13,910 n 1950; and with 24,754 tons being anded in Monterey, as compared to 7,075 for the season previous.

Small quantities of sardines were till being trucked in from southern alifornia to Monterey canneries in January, but no fish were being aught in local waters.

Crad Meredith Dies

Craddoc Meredith, generally known in the Pacific wholesale fish usiness as "Crad" Meredith, died in Sacramento recently at the age of 81.

With his brothers Azzie and Will- am, he founded the Meredith Fish Co. in Sacramento about 50 years go, and was active in its operation until his retirement a few years ago. He also at one time was head of the Yaquina Bay Fish Co. at Newport, Ore.

Here is the one-thousandth commercial craft built by Bryant's Marina, a 30' Bristol Bay gillnetter, one of 75 being built for Bristol Bay Packing Company .The boat is powered with a 95-hp. Chris-Craft engine with a 2-to-1 Paragon reverse and reduction gear. From designs by Ed Monk and Lorne Garden, the new boats represent the very latest development in powered gillnetters for the Bay. A new innovation this year is the cuddy house over the wheel and engine controls.

Theodore Dahlstrom Heads Linen Thread Co. Sales

The Linen Thread Co., Inc., Paterson, N. J., announces the promotion of two of its key executives. Theodore Dahlstrom has been named general sales manager and Roger C. Hewins has been made manager of the company's New York office. Mr. Dahlstrom is planning to spend the entire month of January on the Pacific Coast, where he will make a careful study of the entire fishing industry.

Mr. Dahlstrom, who has been with The Linen Thread Co., Inc. since 1918, has moved steadily upward to his new position through the ranks of salesman, assistant manager of the New York office, member of the Head Manufacturing Office in Paterson, and New York branch manager. Few men in the industry have a more thorough background than he.

Mr. Hewins, formerly with the Essex Rubber Co. and well-known in the shoe and leather industry, joined The Linen Thread Co., Inc., as a salesman in the Boston office in 1935. He was moved to the firm's New York office in 1944 and later worked in the Paterson headquarters.

Enterprise Packers Plan Canned Anchovy Pack

Enterprise Packers, Inc., Monterey, are looking forward to a good anchovy pack, according to Sebastian "Buster" Sollecito, president of the company.

"We are anticipating packing anchovies in 10-oz. rectangular cans, and also in 5 and 8-oz. round cans," Mr. Sollecito told PACIFIC FISHERMAN.

Whiz Purchases Tyee Plant from Sebastian

Whiz Fish Products Co. at the opening of 1952 purchased the Tyee property of the Sebastian-Stuart Fish Co. at the Southerly tip of Admiralty Island, Southeast Alaska, the Junction of Chatham Strait and Frederick Sound.

The salmon cannery, cold storage, and all seine and trap equipment and stations in connection with the plant are covered in the sale.

In making the announcement, Charles D. Alhadeff, president of Whiz Fish Products, said: "The newly purchased plant has a relatively high potential production of canned salmon, including Pinks, Chums, Medium Reds and some Red Sockeyes. This production, in conjunction with that of the Whiz canneries at La Conner, Puget Sound; Hoquiam, on Grays Harbor; and Pelican, on Icy Strait, Alaska, should provide Whiz Fish Products Co. with sufficient volume of all canned salmon items to maintain its present large volume of production and distribution."

Whiz marketing features "Ocean Glen" pinks; "Salmon Derby" Chums; and "Golden Mist" Sockeye salmon, Albacore tuna and Dungeness crab.

Santa Cruz Fisheries Proud of New Home

Bobby Ghio, managing partner, is mighty proud of the new home of his Santa Cruz Fisheries. The company is now housed in a new building on the Municipal Wharf, with new scales, new booth, and a new office. There is ample storage space on the second floor.

A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

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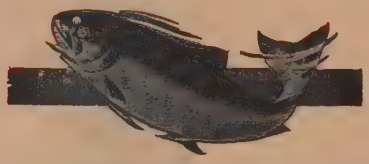
SEATTLE 4, WASH.

CANNED SALMON



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FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

ection of PACIFIC FISHERMAN -- --February, 1952

Growing Firmness Evident In New Year Tuna Market

With Southern California's tuna industry finishing 1951 around 900,000 cases short of the previous year—1,135,000 cases — and with the best estimates placing the carryover in packer's hands at 2,000,000 cases, it was believed a shortage of canned tuna could develop before spring.

This was based on the thinking that nowhere were heavy inventories of tuna still existing; that there is hardly more than 1,000,000 cases of new fish in sight until after March; and that February and March will be heavy buying months.

Already, according to some packers, a shortage of both White Meat and Light Meat, fancy, was developing, although apparently there was plenty of grated, both in packers' hands and around the country.

Wholesale prices seemed to be firming. Early January quotes on White Meat, solid, advertised, were up to $16; Light Meat, solid pack, $14.75. Packers looked for a general increase in prices before spring.

Canned tuna moved fairly well in January, but not in the volume expected for February, and the Lenten season. It did not appear likely the "deals" of 1951, which had set the industry back on its financial heels, would re-appear.

Troubling the California packers was the continued influx of canned tuna in brine from Japan, arriving in this country at the rate of 100,000 cases monthly, and considerably uncutting the domestic pack in price.

Estimates that the imports of tuna and tuna-like fishes would not exceed 750,000 cases in 1951, had to be revised upward. According to officials in Southern California, around 600,000 cases of canned bonito; 400,000 cases of tuna in brine (perhaps greater by 100,000 cases) and 150,000 cases of tuna in oil were imported during the year.

West Mexico's Shrimp Pack And Market Prices Advance

Production of shrimp from Mexico's Pacific fishery reached, in round figures, 25,000,000 lbs. during 1951, around 1,000,000 lb. increase over the previous year.

The year closed with the very strong market throughout the United States, and with wholesale prices, f.o.b. cold storage, west coast high. Most of the production, as the year closed was with "under-15," "15-20" and "21-25"; quotations were 76¢, 70¢ and 65¢ per lb. respectively.

December proved to be a good month in spite of earlier predictions of a radical drop in deliveries across the international border. For the month 181,151 lbs. came across fresh; 1,090,979 lbs. frozen, for a total of 1,272,130 lbs.

According to leading importers, the size and quality of the product has been the best in the fishery's history.

Last month the Mexican government dealt the industry a blow when, in addition to existing taxes, it slapped another export levy amounting to around $75 per ton. Later it was reported to have "forgiven" one-third of this.

Rumors were also current in Southern California that a closed season may be declared in March this year, in the belief that it is then the shrimp are filled with spawn; and that May, the hitherto accepted month, was too late.

Southern California Canned Fish Prices

Quoted f.o.b., January 1.

TUNA

Advertised brands:

White Meat, Fancy	$16.00
White Meat, C&F	$14.00
Light Meat, Fancy	$14.75
Light Meat, C&F	$13.00
*Light Meat, Grated	$ 9.00

*Secondary Labels.

Private Label:

White Meat, Fancy	$13.50 to $14.25
White Meat, C&F	$12.50
Light Meat, Fancy	$12.50
Light Meat, Standard	$11.50
Light Meat, C&F	$10.50
Light Meat, Grated	$ 9.00
D & L	$ 8.00

TONNO

½s, 48	$15.25
¼s, 100	$16.00

MACKEREL

Pacific, talls/nat., 48	$7.40
Jack, talls/nat., 48	$6.00 to $6.50

SARDINES

*Talls, nat., 48	$7.10
*Ovals, T/s, 48	$9.25

*Packers were largely withdrawn on January 1 as acute shortage of raw fish continued. Above quotes are a typical ceiling.

MEXICAN PACIFIC SHRIMP PRICES

Prices quoted January 1, f.o.b. storage, West Coast for Fancy, Premium brand, layer pack:

Under 15	76¢
15-20	70¢
21-25	65¢
26-30	55¢
31-42	50¢
43-65	45¢

Demand strong, east and west coasts; somewhat weak Chicago. Production strong on three large sizes.

Vitamin A Price Cut Crushes Liver Fishing

If anything was needed to sound the knell of the Vitamin A fish liver business it came this winter with the announcement of new and lower prices on synthetic Vitamin A, which reduced the selling price from 18 to 15¢ per million units.

Such a price virtually prohibits fishing operations directed particularly at livers, and makes it doubtful if fishermen will even feel it worth while to save livers taken as a by-product of foodfish operations.

Salmon Sellers Hit the Road

Salmon marketing was extremely quiet through the holiday season, and switched bodily from Seattle to Atlantic City as January got well under way.

Brokers believed that the consultations at the National Food Brokers Association and National Canners Association conventions will clarify any faint haze hanging over the market.

Pinks were the only item in the salmon list remaining in adequate supply.

Immediately prior to convention departures there were reports from the Atlantic seaboard that some Pinks were being offered there on the basis of $20.50 Coast. While keeping an eye on such offerings, the primary generally hung firm by its $21 pricing.

To producers familiar with the 1952 Pink prospect, Pinks at $21 looked like mighty good property. They base this confidence on the probability that the 1952 Pink supply will be scant.

Why?

Item: This will be the no-Pink year on Puget Sound.

Item: This will be the low-Pink year on Prince William Sound.

Item: This will be the weak cycle for Pinks in Southeast Alaska.

The conviction that 1952 costs will continue high supports their thinking. Anyone think they won't?

Better Quality Pack Lifts Herring Canning

Due to a readier acceptance in the Canadian market as a result of improving quality of the pack, British Columbia is canning more herring than usual this season. At the first of the year more than 100,000 cases had been packed, about 40,000 cases more than the entire pack of 1950-51.

One of the contributory factors was the decline in production of sardines in California. Some of the British Columbia herring pack will be exported, but most of it will be sold in the domestic market.

Installation of improved fish-cleaning equipment and more dehydration are given by operators as one of the reasons for the higher quality pack.

James B. Lane Joins Cal-Tuna Staff

James B. Lane, vice president in charge of sales at Westgate-Sun Harbor Company, San Diego, resigned to become executive vice president in charge of sales for California Tuna Canning Company, effective January 2, 1952.

A graduate of U.S.C., Mr. Lane joined Westgate Sea Products Company after World War II service; joined Westgate-Sun Harbor after the merger in 1950. He was president of California Fish Canners Association last year.

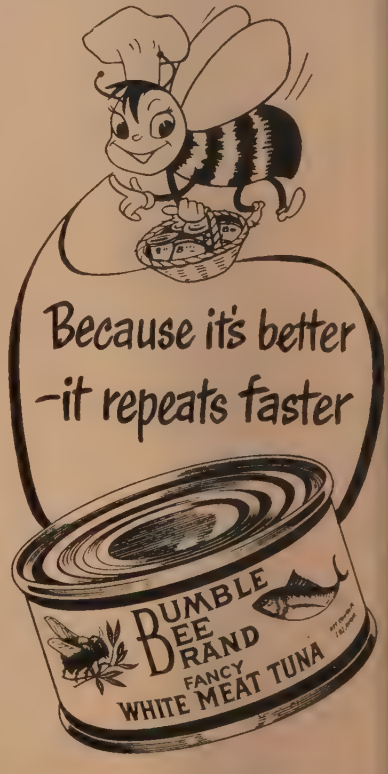
Two other Westgate-Sun officials resigned with Mr. Lane to join California Tuna Canning Company. These were Larry M. Kaner, district sales manager for eastern and southern districts, and Jack Buchanan, west coast district sales manager. Both will have sales positions under Hap Holliday, sales and advertising manager.

The California Tuna Canning executive set-up now is: Earl M. Nielsen, president; Mr. Lane; William L. Robinson, vice president in charge of production; Glenn Martin, secretary-treasurer.

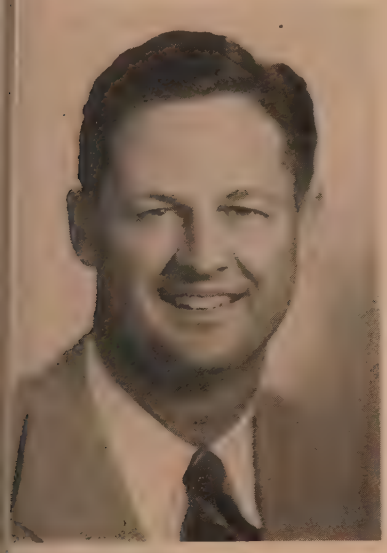
Sardine Oil Prices Gain at Season End

Sardine oil prices were climbing as the season waned, reaching 16¢ per gal. in early January; and expected in California to reach ceiling at 18¢ before the close. Meal, with a lower protein than the standard 65%, was being quoted at Los Angeles at $146.90 (65%) per ton.

Fish meal in some quantity was reported arriving in the Southern California market from Angola, via New Orleans.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON



. A. "Hap" Holliday was recently announced sales manager, California Tuna anning Company, by Earl M. Nielsen, resident. Holliday previously was the irm's advertising manager, in which capacity he directed the expanded advertising program on Cal-Tuna products. He ill continue to handle advertising as well s sales under James B. Lane, new executive vice president, in charge of sales.

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

1952 Fisherman Yearbook A "Must" for Marketers

Pacific Fisherman Yearbook for 1952 is on the press, and will be available for distribution shortly after this is read. We use this space in "The Buyers' Corner" to talk about it because we honestly think it's one of the best buys you can get anywhere for two bucks.

If you're a regular subscriber to *Pacific Fisherman* you'll get a copy of the Yearbook with that subscription—but only one. Lots of people want three or four. If you are one of them, it's a good plan to cover your requirements, for the edition is often sold-out.

If you are one of those on the *Food Fish Marketing* mailing list, we know you'll want the *Yearbook* for its presentation of the facts and figures you need to back-up the current comment and information in this section.

We know of no other place in the entire field of industrial journals where *individual companies* report for publication the full facts of their production for open publication. This is *a phenomenon of confidence* of which *Pacific Fisherman* is most proud, for it shows more than any other thing the place which this journal is granted in the confidence and esteem of the fisheries. This position and this confidence has been won by intimate and honest editorial coverage over a half-century.

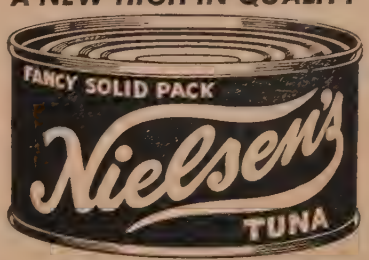
In short, and as we said before, the *Pacific Fisherman Yearbook* for 1952 will be available for distribution soon after this is published—and we think it's the biggest two-bucks-worth of information the fish buyer or seller, producer or packer can buy in any market.

Robert L. Brechbill Company, 1807 E. Olympic blvd., Los Angeles is now handling consumer package of "Bumble Bee" brand fresh frozen fish in the Southern California market; this in addition to "Bumble Bee" canned fish.

Quality Pink Salmon

KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

"A NEW HIGH IN QUALITY"



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Canned Salmon and Tuna
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Seattle 4, Wash.

Sardine Sellers Won't Sell at Bid Price

Observers along California street told PACIFIC FISHERMAN that there was little or no trading in California canned sardines there during December; or, for that matter, before the holiday season.

Canners are reported to be reluctant to part with their pack at prevailing ceiling prices. Most packers are reported to have appealed to the OPS for an upward revision of their ceiling prices—others have just stood pat.

Brokers have offered $6.50 on 15-oz. tall, natural, and $8.50 on 15-oz. oval, tomato sauce, without getting a nibble from packers.

Whitney's Quality

Whitney's—Alaska Red Sockeye
Whitney's Best—Blueback and Chinook
Red Rambler—Fancy Cohoe Salmon Steak
Golden Shore—Chum

WHITNEY & COMPANY
Seattle, Washington

Mackerel Pack Breaks Million-Case Mark

Mackerel fishing for California yielded 58,995 tons for 1951, and produced 1,028,809 cases. This almost equalled the previous year when 61,081 tons was delivered; 1,056,791 cases produced. December was to prove the poorest month in years with only 882 tons unloaded; 17,261 cases packed.

To December, the split had been: Pacific, 15,409 tons; Jack, 42,704 tons. Cases packed: Pacific 365,032; Jack, 646,516. In December most of the scant tonnage was Jack. By early January fishing began to pick up, but not enough to satisfy either fisherman or canners.

Wholesale prices for mackerel were climbing as the new year got under way. Jack was quoted, f.o.b. cannery, at $6.75; Pacific, at $7.40; ovals, in tomato sauce, for export (very little production) at from $8.00 to $8.75.

Eighth Little Wendt

A little boy, Mr. and Mrs. Ivar Wendt's eighth child, was born in Seattle New Years Day.

Despite the fact that he has had a good deal of experience in the role of Proud Papa, Mr. Wendt, who is a leading distributor of fish and seafoods, felt the event deserved a special edition of Pacific Pearl Flashes, his trade bulletin.

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SMOKED & PICKLED FISH
and SEA FOODS

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PACKERS' SALES AGENTS • 1709 W. 8th St., Los Angeles, Calif.
AGGRESSIVENESS • "KNOW-HOW" • EXPERIENCE

Willapoint to Market Ready-Breaded Oysters

Breading of frozen seafoods is beginning to make gains on the Pacific Coast, and one of the most interesting announcements of this trend is that breaded frozen oysters will be packed at South Bend, Wash., by Coast Oyster Co. and marketed under the famous "Willapoint" brand of Willapoint Oysters, Inc.

Coast Oyster Co. is presently the largest packer, and Willapoint the largest distributor, of canned Pacific oysters.

The frozen breaded oysters will be processed in the former Glacier Bay Packing Co. freezer and storage at South Bend, which Coast Oyster Co. purchased in December from South Bend Oyster Co. Operations will be in charge of Edward Gruble.

In the process fresh-opened oysters are graded for size and selected for quality, washed and dipped in a prepared breading batter, then packaged, wrapped and quick-frozen in blast units at minus 35 degrees.

Two package types are planned at present—2½-lb. size for restaurants and commercial users; and a 12-oz. consumer package for sale through frozen food cases in grocery stores.

Coast Oyster Co. is headed by Verne Hayes and Willapoint Oysters, Inc., by Ward C. Kumm. The companies maintain headquarters offices in the Central Building, Seattle.

Popular Song Hoists Sales of Shrimp

J. E. "Jack" Williamson, partner in Fortune Fisheries, San Francisco sea food factors, was back at his desk after a trip to southern California last month, and told PACIFIC FISHERMAN that the popular song "Shrimp Boats Are A' Coming, There's Dancing Tonight" has had a highly favorable effect on the sale of shrimp in that area.

Mr. Williamson said that prawn dealers there had told him that the song had turned the public's mind toward shrimp, with a resultant upward trend in sales.

C. F. BUELOW COMPANY, INC.
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ALASKA and PUGET SOUND CANNED SALMON
NORTHWEST TUNA and CRABMEAT
SMITH TOWER MAIN 4464 SEATTLE 4, WASHINGTON

nadian Fish Council pares Notable nvention

he Fisheries Council of Canada's annual meeting on the Pacific st is expected to be one of the most able gatherings of its kind ever d in Canada.

epresentatives of industry and ernment from several Canadian vinces as well as the U. S. will e part in the proceedings, com- ncing in Hotel Vancouver April 28 l continuing for three days. Dele- es will be given an opportunity to t some of the larger fish processing nts in the Steveston-Vancouver a, and arrangements are being de for a tour of the Hell's Gate fish- y project on the Fraser River.

Francis Millerd, Irish-born head of ancis Millerd & Co., fish packers of ncouver, will be chairman of the sions as president of the Council. is one of the best known figures in e industry. His participation in the ning business dates back to 1908 ien, on his way to New Zealand, he plied for a temporary job in Van- uver and landed one as bookkeeper d storekeeper at a Knight Inlet can- ry. The late Captain R. E. Gosse cognized the young man's ability d hired him on a permanent basis. Millerd never did get to New Zea- nd. In 1913, incidentally the year of e big Sockeye run on the Fraser, e Gosse-Millerd Packing Co. was ganized, subsequently to be known Francis Millerd & Co.

ardine Packers Withdrawn s Season Peters Out

Southern California sardine pack- rs were largely withdrawn from oth domestic and export markets by anuary, when it became apparent ie 1951-52 season was practically at h end. December saw only 8,111 tons nter plants in Southern California, nd but 189,986 cases packed.

To January 1, the southern district ad received a scant 103,688 tons and acked 1,660,645 cases. The industry ut every possible sardine in cases, as an be seen from the fact that for October and November only 742 tons vere used under reduction permit.

Naturally, with little prospects of pick-up in raw material during the inal month of the season, packers vere conserving their stocks for sup- lying individual markets until open- ng of next season. No packers were uoting generally, but January prices were at full ceiling. The export mar- ket was weak as the new year opened, ut was expected to boom later.

Washington Razor Clam Quota Unchanged

The same regulations which governed Washington razor clam digging in 1951 will be in force through 1952.

The commercial quota again was set at 500,000 pounds for Copalis beach, with no commercial quota at Grayland or Long beaches.

Commercial digging on Copalis beach will close for a 48-hour period, from midnight Friday until midnight Sunday throughout the commercial season. Commercial digging licenses will cost $5.

Season will begin March 1.

Tuna Seiner Gets Skunk On Two-Month Trip

It has been a bad season for tuna purse seiners, and the *Defense*, skippered by John Zorotovich, is the boat to prove it. One of the high boats for 1951, the vessel's last trip off Mexico, ending in late December, brought no fish and for the first time in the vessel's history captain and crew were shut out. The *Defense* was out for nearly two months.

It was expected in January that sailing orders would be issued to many of the tuna purse seiners which have been idle in port because their canneries did not want tuna.

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One order . . . one call . . . one supplier . . . PIONEER can take care of *all* your needs. Pioneer can deliver maintenance and construction materials needed to put your cannery, fishing fleet, or other business in first-class condition, now!

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For over 20 years, Pioneer has been supplying needs of Alaska fishing and construction trades. For quick service on maintenance, repair and construction problems, call on PIONEER!

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BILLY MADDOCK

Retires After Auctioning Half-Billion Lbs. of Fish

W. J. "Billy" Maddock, photographed beside the blackboard where he has listed the hailings of halibut for the Seattle auction.

When the first halibut are landed in Seattle this year a new face will greet the skippers when they hail their fares at the Seattle Fish Exchange. After more years than most men spend at a job, W. J. "Billy" Maddock, the dapper auctioneer, retired Jan. 1.

Few men know more fishermen or can count more of them as friends than Billy Maddock. Since 1918 he has been selling the halibut landed at Seattle waterfront, and more recently has been selling the bottom fish as well. Over the years Billy, as he is more affectionately known, has come to know the fathers and the sons and the grandsons as they manned the boats and hailed the fish they caught.

Born in Birkenhead, England, in 1875, Billy came to America when he was a very young man. After a brief apprenticeship on the Boston Fish Pier he headed west and found a place for himself on the Seattle waterfront. After a time he went to Tacoma as a buyer for the old International Fish Company.

Before World War I Billy Maddock went to Prince Rupert when the fishing industry was just getting a start there. Booth Fisheries hired him as a fish buyer, and it was there he got the idea that the fishermen should have someone sell their fish and so he became an auctioneer.

This was the start of the most amazing record ever established by any one man in the business. Since 1918 when he came to Seattle and set up the fish exchange Billy has sold over half a billion pounds. Anyway you figure it, that's a lot of fish.

Billy recalls that the biggest day he ever had was "Black Monday" in the year 1931, after the United-Pacific stopped taking fish. He sold more pounds that day than on any other he can recall. It has been estimated that Billy has averaged 15,000,000 pounds of fish per year for 33 years.

Besides his fame as a seller of fish Billy has become almost as famous among fishermen for the songs he sings. As a singer of songs Billy is known far and wide for the variety of musical ditties which he dispenses with equal favor on any occasion.

Unusual in a man working with an industry which operates over so great an area, Billy has never left the shore of Puget Sound in all this time, except for one brief visit to his niece who lives on the shores of Coos Bay, Oregon. All through the years, he has stayed close to his job and to the fishermen who have come to depend upon him. Now Billy is leaving his old haunts and plans to drop anchor with his niece a long way from home. Fishermen can be sure that when they cross over the Coos Bay bar Billy will have his glass on them as they come in and when they land Billy, no doubt, will be the first to greet them.

Annual Salmon Cutting Scheduled March 13-14

The 15th Annual Canned Salmon Cutting and Salmon Research Conference will be held at the Olympic Hotel, Seattle, March 13 and 14.

Some 600 sample cans will be examined and judged on the morning of March 13. That afternoon Dr. W. F. Thompson and members of the scientific staff of the Fisheries Research Institute will make progress reports on the four research projects currently under way in Alaska.

The morning of March 14 will be featured by reports and analysis of results of the cutting. In the afternoon a speaker from the Atomic Energy Commission will discuss applications of atomic science in industry.

Vance Sutter is general chairman of the committee, whose members include:

John Lind, E. D. Clark, D. J. Cawley, Harry Beard, J. R. Friend, R. W. Clough, Fred Gunderson, Ralph Berglund, George Suddock, R. G. Shaughnessy, O. E. Shostrom, Norman Willett, Phil Callahan, Jack Yolland, J. B. Stiles, G. Ivor Jones, Larry Moline and Max Patashnik.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

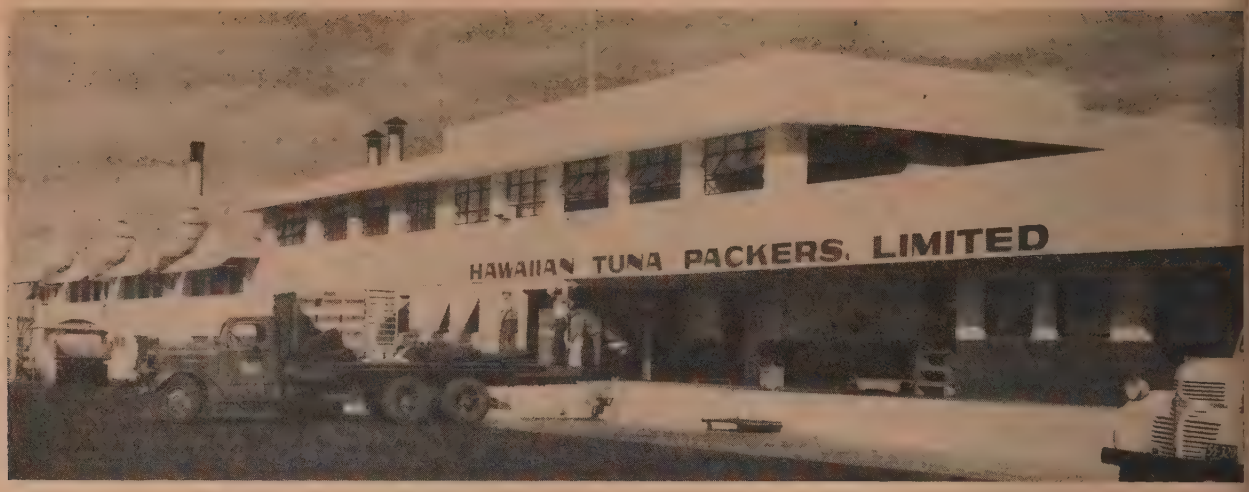
Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham



Cannery of Hawaiian Tuna Packers, Limited, is situated on Honolulu's waterfront at Kewalo Basin, headquarters for Hawaii's tuna fleet. It is thoroughly modern in every respect, utilizing the latest tuna packing technique and equipment.

Hundred Year-Old Hawaiian House Extends Stake in Pacific Fishing

Controlling interest in Hawaiian Tuna Packers, Limited recently was purchased by Castle & Cooke, Limited, Honolulu, which has owned 41 per cent of the stock since 1948.

Castle & Cooke increased its holdings in Hawaiian Tuna Packers to 97% through the purchase of stock from Alan S. Davis, Honolulu businessman, who retired from Hawaiian Tuna Packers to accept a position as trustee for the Campbell Estate in Honolulu.

Company officials have announced Hawaiian Tuna Packers will continue as a separate company, operating along the line already developed.

Malcolm MacNaughton, who has been associated with Hawaiian Tuna Packers for several years, has been elected president. He was formerly a vice president and member of the executive committee, and is also an executive of Castle & Cooke.

Castle & Cooke has been active in the development of Hawaiian Tuna Packers' post-war program, and the purchase of controlling interest brings together two prominent, well established firms.

Century-Old Company

Castle & Cooke, which observed its 100th anniversary in 1951, has broad interests in Hawaii's industries.

Since World War II it has entered into two new fields—macadamia nuts and tuna. Earlier, it pioneered the development of Hawaii's sugar, pineapple and shipping business.

Hawaiian Tuna Packers, Limited, was established in 1920 by a number of Honolulu business men, one of whom was A. F. Cooke, son of a cofounder of Castle & Cooke. During the years it has developed Hawaii's fishing industry and built an enviable reputation for the uniform high quality of its pack.

Today, Hawaiian Tuna Packers sells its pack through brokers in several cities throughout the Continental United States. The company's sales office is located at 215 Market St., San Francisco, with cannery and general offices in Honolulu.

The plant is one of the most modern canneries in the United States. For several years it has operated a continuing program of research for the improvement of its product. It is a pioneer in this field having been awarded as far back as 1931 a Diplome d'Honneur at the Paris In-

Boat yard operated by Hawaiian Tuna Packers, Limited, is adjacent to the cannery on Honolulu's waterfront. It is equipped for all types of small craft, including the commercial fishing fleet and pleasure boats. Vessels up show several variations of the sampan type which is standard in mid-Pacific fishing.

All the new electronic "eyes and ears" have added greatly to convenience and safety (plus profit) at sea . . . and they have put an even greater importance on your choice of an electric Generator!

"U.S." builds a full line of electric plants *specifically* for marine use . . with safety and dependability designed into them. Jot down your requirements on a post card. We'll send information on the units best suited to your needs.

UNITED STATES MOTORS CORP.
449 Nebraska St. Oshkosh, Wis.

ternational Exposition in recognition of the high quality of its pack.

Castle & Cooke, Limited, was founded 1851 by Messrs. Castle & Cooke, lay missionaries from Boston who had been serving the American Board of Commissioners for Foreign Missions since their arrival in Hawaii in 1837. Mr. Castle ran the missionary store and Mr. Cooke taught at the "Royal School."

In 1851, the Board sent an order from Boston cutting off the annual subsidy payments to the missionaries in the islands. To make a living, Cooke joined Castle at the store and the two started a partnership in the mercantile business.

In the 1860's and 1870's sugar, destined to become Hawaii's greatest breadwinner, caught a number of island fancies. But to start plantations you need capital, and it was firms like Castle & Cooke that raised most of the money which started the plantations on their way. An agency system developed as the companies increased their representation of plantations in Honolulu and on the mainland. Out of that grew the investment and agency character of Castle & Cooke and its like companies in the islands today.

Hawaiian Fishing's Future Century-Old Company

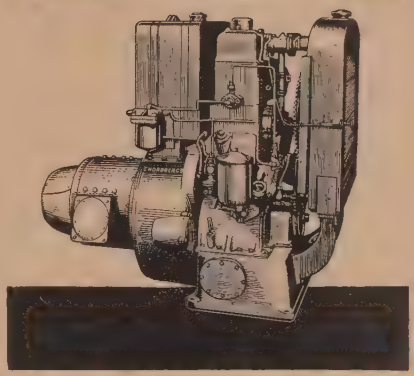
Pineapple followed sugar in Hawaii—and then the shipping business boomed as the need grew to transport the sugar and pineapple to mainland markets. Castle & Cooke helped the struggling pineapple business—and obtained an interest in it. It helped finance Capt. William Matson's early fleet and became an agent and investor in the Matson Lines.

Today, Castle & Cooke's main interest lies in the promotion of Hawaiian industry. The purchase of Hawaiian Tuna Packers is evidence of this. A. G. Budge, Castle & Cooke president, said in 1948: "We believe fishing may become a major territorial industry." He repeated this following his firm's second purchase of Hawaiian Tuna Packers stock. He also pointed out that the new techniques and the program to develop new fish sources west of Hawaii begun under Mr. Davis' direction will be continued.

Tuna Cannery Overhauls

After a full season packing local caught Albacore, the cannery of Washington Fish & Oyster Co., Pier 92, San Francisco, has been completely overhauled and refurbished, according to Tom Miller, superintendent.

Here's reliable low cost power for REFRIGERATION and Auxiliary Electric Power



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NORDBERG 4½" x 5¼" Diesel Power Units are built in 1, 2 and 3-cylinder sizes, and provide low cost, compact auxiliary power for fishing vessel or cannery service. As "packaged" generator sets, these medium speed units provide from 6 to 30 K. W. for powering refrigeration compressor motors, for lighting, driving winches, or other electrical equipment.

For straight power applications, these Nordberg Diesel units provide from 10 to 45 H.P., and are furnished with either stub shaft or clutch power take-off, as required.

Get full details on these compact, heavy duty power units today. Mail coupon for free catalog.

NORDBERG MFG. CO., Milwaukee, Wisconsin

NORDBERG
BUILDERS OF AMERICA'S LARGEST LINE OF HEAVY-DUTY DIESELS

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Rig with Roebling wire rope for maximum service life and long-run economy. Your Roebling Field Man will be glad to help you choose the *right* ropes for every purpose. Write or call him at your nearest Roebling branch office.
John A. Roebling's Sons Company—San Francisco—Los Angeles—Seattle.

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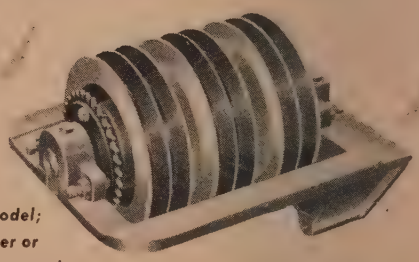
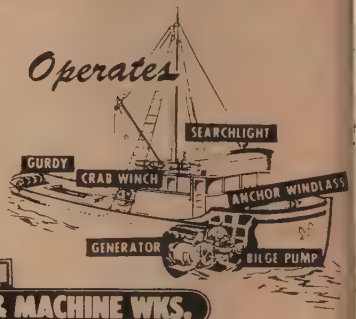
POWER TAKE-OFF

HANDLES ALL UTILITY POWER NEEDS FOR WORK BOATS



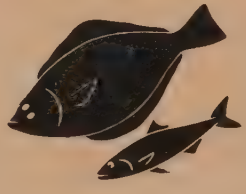
Double Sheave model; chain, lever or manual operated.

Instant auxiliary power when you need it. Fits any marine engine. Write for literature giving name of your engine.



ALBINA ENGINE & MACHINE WKS.
2100 N. Albina Ave. Portland, Oregon

name these fishes



You know them because on Pacific and Atlantic coasts they're leading commercial fishes—halibut, salmon, haddock, cod, tuna, mackerel, herring and sardines. Name the places they're caught, and wherever they are you'll find that Tubbs Extra Superior Manila is often the rope that helps to bring them in.

Made from first grade Manila fibers and treated for water repellency and wear resistance, Extra Superior Manila costs less because it lasts longer. Ask for the fishermen's favorite—Tubbs Extra Superior Manila.

TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY

TUBBS CORDAGE COMPANY
SAN FRANCISCO • SEATTLE • Portland
Los Angeles • Chicago • New York

)00 Tons Herring
y-Salted in B. C.

or the first time in many years, ish Columbia is salting a substan- quantity of herring for export. the time the 1951-52 season ends it xpected that at least 5000 tons of product will be prepared for ship- nt, practically all of it going to For- sa under an ECA allotment.

Compared with the output of meal oil, the dry salting operation is all, but it is significant as it repre- ts a revival of a trade which had n practically non-existent since outbreak of World War II. Prior hat time the industry was operat- almost exclusively by Japanese, o dry-salted herring at a few small nts and exported to China.

During the war years no herring -salteries were permitted to op- te, as the entire catch was made ilable for canning. During the rs 1941-46 inclusive more than a lion cases of British Columbia ring were packed annually, but business fell off soon afterwards. n 1945 UNRRA requested a cer- n amount of dry-salt herring for ief feeding in China, and the salt- es were again permitted to func- n. In 1947 five dry-salteries were ensed to operate, and in 1948 only e operated and produced a small k.

The salt herring industry in Brit- Columbia began in the 1870's and reached a peak in the late 1920's nen more than a million hundred- ight were produced.

erring Firm Gets
oan from R. F. C.

A three-year 5% working capital n of $70,000 was granted the Chat- m Strait Fish Co. by the Recon- uction Finance Corporation early January. The company operates rring reduction plants at Crab Bay, ince William Sound, and Zacher y, Kodiak Island.

Montgomery Phister, president, Califor- a Fish Canners Association, and Van mp vice president, became a grand- her recently when his daughter, Mrs. milton T. Holt, Macon, Ga., bore a son.

Rebecca Thomasian, graduate of the niversity of Southern California, bacteri- gy, has joined the staff of the French rdine Laboratory, under **Robert Peder- n.** Miss Thomasian concluded her col- ge course in June, with a minor in chem- ry.

Paul Wedel, Bodega Bay, skipper of the mbination boat **Eva U.** recently pur- ased a Bendix Model DR7 depth record- from the West Coast Engine & Equip- ent Co.

Harry Reed, designer and manufacturer of cannery machinery, left, Anthony Bozanich, managing owner of the "Santa Rosa" and fleet captain for Pan Pacific Fisheries, and Gerald Cigliano, right, president of Pan Pacific Fisheries, at the recent opening of the Continental Can Company's new plant on Terminal Island.

Heavy Loss Suffered
In Cannery Warehouse Fire

In one of Monterey's worst Cannery Row fires of all time, the main warehouse and the fish meal warehouse of the Westgate-Sun Harbor Co., were destroyed by fire last month, with an estimated loss of some $1,200,000.

About 100,000 cases of tuna were effected by the fire, but Paul Jepson, manager of the plant, told PACIFIC FISHERMAN that not all of these cases were a total loss, and that the salvage might run as high as 70%, with about 35% recovered in Class A merchandise.

The fire appeared to have started in the watchman's office, but the cause is still unknown. Some 11 fire companies from various Peninsula stations responded to the general alarm, some directly fighting the fire and others standing by in Monterey stations in case of another fire.

The cannery itself was unaffected by the fire and cannery operations can proceed as usual, according to Mr. Jepson.

Mr. Jepson praised the cooperation he received from the City of Monterey, fire, police and street departments, and especially Monterey Fire Chief Gregory Teaby, who was in general charge of fighting the fire.

James S. Eckman, who retired last year as president of Canadian Fishing Co., has been made president of the Industrial Traffic Commission of Vancouver, B. C.

Jack Manery, popular Juneau fisherman, has been hired by the Juneau City council to be night watchman at the Juneau small boat harbor where about 250 fishing vessels tie up for the winter.

$85 Million Fisheries
Value Sets B. C. Record

Market value of British Columbia's fisheries in 1951 exceeded all previous records with an estimated total of at least $85,000,000, according to A. J. Whitmore, chief supervisor of fisheries for the Pacific area.

Dollar return from salmon alone will probably amount to $63,000,000, which is only $5,000,000 less than the overall total of $68,000,000 for the province's fish production of 1950; and that was $10,000,000 greater than in any previous year.

A total canned salmon pack of 1,900,000 cases was valued at about $46,000,000. Sales of fresh, frozen and other salmon products are expected to add another $17,000,000.

A brief but intensive halibut fishery is estimated to have contributed about $5,000,000 to the total. The trawling industry also did well.

Total value of the herring production was estimated at $11,000,000, an increase of nearly $2,000,000 over that of the previous year.

The fishing industry, ranking fourth in the industrial economy of British Columbia, now provides steady employment for 12,000 fishermen and 5,000 shore workers. Invested capital represents over $100,000,000.

Bentley Moves Plant

Ray Bentley, Universal Canning Machinery Co., has moved his manufacturing plant into newer and larger quarters at 119 Dewey ave., Pacific Grove, Calif.

The telephone number remains the same: Monterey 5-5476.

Lives and Livelihoods DEPEND on S-N GEARS

for DEPENDABLE POWER TRANSMISSION

"We take great pride in our boat and equipment," says Frank Ivanovich, o owner of the "Maria Rose." First of the unlimited Alaskan Seiners with S- Gears, it is now in its 4th year of flawless service. A 150 H.P. Lorimer Diese and S-N Gears with superior cone type clutch, was their choice.

for DEPENDABLE MANEUVERING

"For river and towing work, S-N Gears make a boat more dependable tha with two-way engines," states Glenn M. Crain, owner of the "Smoky City, Pittsburgh. This stern paddle wheeler's Caterpillar Diesel is complemented b S-N air-controlled Gear that transmits power instantly and simplifie maneuvering.

for DEPENDABLE PERFORMANCE

"Tide work around wharfs makes it necessary to have a dependable revers gear on our 135 H.P. Murphy Diesel," says R. A. MacLean of Harbor Suppl Oil Co., owner of "Portland Gulf." S-N's balanced gear train assures long trouble-free service under every condition.

MANUAL · HYDRAULIC · AIR-OPERATED GEARS, 4 to 1000 H. P.

Specify

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P. O. Box 1753 Hamden, Conn.

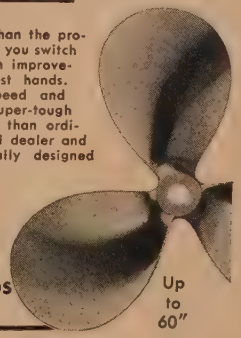
THE SNOW-NABSTEDT GEAR CORP. REVERSE & REDUCTION S-N GEARS HAMDEN, CONN., U.S.A.

Designed with features specifically for marine us

FEDERAL TRU-PITCH PROPELLERS

WILL GIVE YOU A *Smoother* **BETTER PERFORMING ENGINE!**

An engine can perform no better than the propeller it is teamed with—and when you switch to a FEDERAL you'll experience an improvement that amazes even the oldest hands. Vibration is greatly reduced, speed and economy increased, and that super-tough alloy makes them last far longer than ordinary propellers. See your Federal dealer and get the wheel that's scientifically designed to match your motor and hull.



Up to 60"

FEDERAL PROPELLERS GRAND RAPIDS MICHIGAN

Is your anchor a MAN-KILLER?

Tests and experience both prove that the 8-lb. Danforth Anchor shown above will hold as much on a mud bottom as 50-lb. Yachtsman's Kedge or a 100-lb. Stockless—and it costs less! NOW is the time to get *holding power* —not *dead weight*. Get . . .

DANFORTH ANCHORS

Write for proof:

2153 Allston Wa Berkeley 4, Cali

le Quota Taken uickly in New Area

Thirteen vessels, most of them m Vancouver, B. C., were engaged the lemon sole fishery of Baynes und recently, fishing for two days week until a quota of 100,000 nds round weight was taken. The ota was reached long before the ex- ted date.

Actually, the first day of fishing oduced 115,000 pounds, or an av- ge of 8,800 pounds of lemon sole r boat.

Earlier in the season, 10,000 marked non sole were liberated by the sheries Research Board of Canada the Baynes Sound area, which was ened to fishing so that the large cumulation of flat fish could be rvested. The percentage of cap- ed marked fish allowed the Board estimate that the 13 vessels re- ved about 20 per cent of the stock m the grounds at the commence- nt of fishing. A population of 00,000 pounds of fish has been esti- ted from the first landings.

Trawl fishermen were well satis- d with the result and one company ported that the recovery from fillet- g was over 37% which is as high as, not higher than that for catches m contiguous open areas.

nchovy Reduction equest Rejected

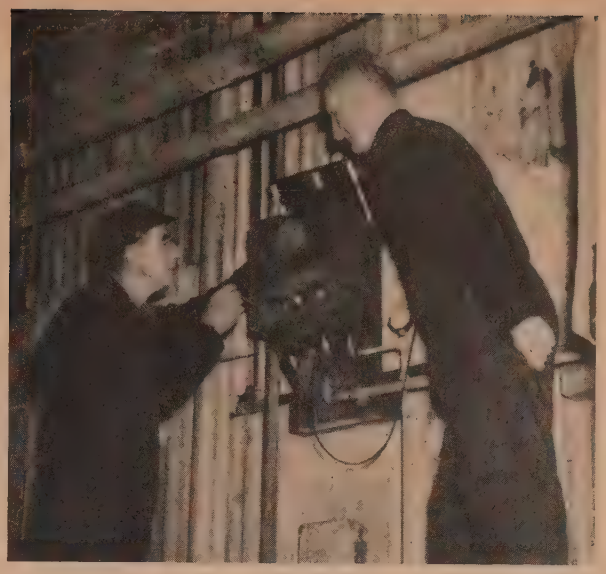
The request of a dozen or so Cali- rnia sardine processors to reduce chovies, herring, or sauries was de- ed by the California Fish & Game mmission last month.

Processors asked that 20% of their esent sardine reduction allotment used for other species. Twenty per nt of the 1951-52 sardine reduction ota would amount to 309 tons for ch of more than 100 permittees.

The Bureau of Marine Fisheries rongly protested the reduction of ch fish. It warned that the popula- n of anchovies in California waters not large enough to support the pro- sed reduction industry in addition present bait and canning activities.

ed Conniff Dies

Fred V. Conniff, 57, retired, former ner of the San Diego Fish Com- ny, died at San Diego, November 2. prominent figure in fresh and froz- fish marketing for many years, Mr. nniff first came to San Diego in 27. He was best known for the part played in organization of San ego's famed Fish Mongers Club, of ich he had been both president d secretary.



E. W. Fuller, left, and Odin Hagfors checking the electronic soap dispenser in the Van Camp cannery at Astoria.

Dispensing Machine Keeps Soap Solution Constant

First electronic soap control machine for can washing in a West Coast fish cannery is said to be the new Divomatic solution control installed in the Van Camp cannery at Astoria by William Maa, representative of the Diversey Corporation, Portland, Ore.

Edwin Beveridge, master mechanic at the Van Camp plant where the installation was made said, "Prior to this installation, soap was added by hand. Now the soap is added by electronics, which gives scientific control of the pH, thereby keeping the strength at a constant level. If soap is too strong it is detrimental to the can coating; if too weak, cans are not properly washed."

Canfisco Shifts Staff In Georgia Gulf Area

Lloyd Monk, who has served with Canadian Fishing Co. in various capacities since 1940, has been appointed manager of the company's extensive Gulf of Georgia operations centering on the Fraser River, and Nels Gordon has been named production manager for that area.

Mr. Monk succeeds W. W. Trotter, who has been appointed to the head office staff, where he takes over special duties in connection with the company's overall fishing operations. Mr. Trotter is one of the best known figures in the British Columbia industry, having been active since 1917.

Until a few months ago Mr. Monk represented Canadian Fishing Co. in the Queen Charlottes, and recently was in charge of camp operations with headquarters in Vancouver.

Breading of Pacific Shrimp Makes Headway

Breading of shrimp for consumer and institutions on the west coast, was claiming increased attention from Southern California importers and processors. Central Fish & Oyster Company, Los Angeles is the principal processor on the west coast now; with Fortuna Foods, Inc., stepping up production at its Dallas, Texas plant.

Large importers such as Marine Products Company and Wilbur-Ellis Co. were doing considerable research into the possibilities of breading shrimp on the west coast. It is unlikely that, for the present at least, the freezing plants in the Gulf of California will go into production.

Louis Beverino, head of Central Fish & Oyster reported last month his "Blue Diamond" brand of breaded shrimp, in 12-oz. consumer, and 5-lb. institutional packages, was being widely distributed, not only in California, but also in Oregon, Utah and Colorado. Whereas last season his plant was handling 500 lbs. of green shrimp daily, this year's production has been stepped up to 2,000 lbs. daily.

Walter Butler, Jr., manager of Fortuna Foods' Los Angeles and west coast operations, reported the Dallas production of breaded shrimp, using the "Guaymex" brand, had been greatly increased; using around 3,000 lbs. daily for its 10-oz. package, and some 7,500 lbs. weekly for the institutional 4-lb. carton. All this moves to eastern seaboard distributors.

The tuna clipper *Challenger* has replaced a generating unit with a 610 General Motors diesel, 100-kw. generator. *Joe Luz* is skipper of the new bait boat, with his father *Manuel*.

L. W. Holland Heads Southern California House

Larry W. Holland, prominent in Southern California fish packing since 1912, has been named president of the Southern California Fish Corporation, succeeding H. P. Christian, resigned.

Mr. Holland started with South Coast Canning Company as engineer, then superintendent, then owner. He went with Southern California Fish as superintendent in 1921; became vice president in 1924 when Wilbur Wood took over as president and the company became a corporation.

Mr. Holland was president of the California Fish Canners Association in 1944. He hopes in his new duties soon to have his son, Larry C. Holland, with him again. The latter was called back into the army as captain in 1950, and has been serving, mainly as a fisheries expert, in Japan and Korea. "Bud" had been port captain and fleet manager with the Terminal Island cannery.

The company's top tuna, sardine and mackerel label is "Blue Sea," one of the oldest in the business.

G. Mort Ferguson, controller of B. C. Packers, Ltd., was recently re-elected as chairman of the Pacific National Exhibition, Vancouver, B. C.

L. W. Holland, 40 years a fish canner, becomes head of Southern California Fish Corporation.

Winter Blocks Babine Job Far From Goal

Construction of an access road along the Babine River towards Kiskegas, where the disastrous rockslide occurred last summer, was discontinued for a brief period in December after about half the required distance had been covered, and Charles Clay, engineer for the Canadian fisheries department, expects that the bulldozer crew will reach the scene of the blockade by late February or March.

Until then, the state of the slide area, extent of damage and plans for rehabilitation must remain uncertain. Biological studies are to be made by the Fisheries Research Board to determine the possible effect of the slide on the Skeena River salmon run.

Marine Corps Recalls San Diego Tuna Packer

Kerneil Bernardini, San Diego manager, West Coast Packing Corporation, packers of "Far-Famed" tuna, has been called to active duty in the USMC. He is a major in the Marine reserves, and saw service at Saipan and other Western Pacific islands during World War II. Roy Roush, production manager of West Coast's headquarter plant at Long Beach, has temporarily assumed management of the San Diego branch.

For the second year in succession West Coast was one of the principal sponsors of television of the Tournament of Roses parade at Pasadena on New Year's Day, featuring its "Far-Famed" brand.

SAN JUAN BRAND

TRADE SAN JUAN COPYRIGHTED MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 4, U. S. A.**

reka Crab Price eadies at 12c

Crab fishermen working out of mboldt Bay were cashed in dur- early winter, with only the weath- causing any interruptions. The son opened on the northern Cali- nia coast as of December 15, a nth later than last year. However, al companies were handling crab en in more southerly waters even ore the northern opening.

Fishermen were receiving 12¢ per und for their catch at dockside as season opened. The price dropped a time to 8¢, then rose to 10¢ and ally levelled off at 12¢, which fish- men insisted was the minimum un- which they can operate profitably. All companies at Eureka were han- ng crabs, with the majority report- g brisk business. The Lazio Fish mpany had 15 boats operating gularly. Seven boats were deliver- g to the Theo Weissich Fish Com- ny on a regular schedule; the alestrieri Fish Company had 11 ats in operation; and a number of ats were delivering to A. Paladini, c., Consolidated Fisheries and the nider Fish Company. The Coopera- ve Fisheries currently is receiving om a fleet of 15 boats but hoped to ave 25 working in the early future.

una Clipper Delivers irect to Hoquiam

The tuna clipper *St. Francis* docked the Hoquiam fish base Dec. 20 with 0 tons of *Yellowfin* tuna after a ormy voyage from southern Mexico. Enroute the 96′ clipper, with a crew 12 men, was buffeted by winds up 100 miles an hour. Off the Oregon ast the boat rode out a gale for 30 urs. During the storm a pilot house indow blew out, flooding the galley nd short-circuiting heating and cook- g power.

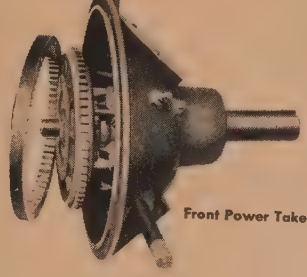
Without electricity, the crew, light- clad for southern fishing, went ungry and cold until the vessel eached comparatively calmer waters f Grays Harbor.

So far as known, this is the first me a tuna clipper has delivered her argo of tropical tuna direct to a Pa- fic Northwest cannery.

Fisheries" is Name f New Fish Firm

Fisheries, Inc., is the new name for he former Cal-Cap Fisheries at Wil- ington, having been taken over by a mpany headed by W. Greg Gorby. avid N. LeBow is office manager. he company is currently packing rdines in talls and ovals and mack- el, talls.

For every Marine Requirement



Front Power Take-Off.

Whether it's to swing the wheel, or turn a winch, the *smooth*, positive way to put the power to work is through a Twin Disc Marine Gear or Front Power Take-Off.

For Twin Disc offers a full range of sizes in Marine Reverse and Reduction Gears—in hydraulically actuated, in rubber block drive, in hydraulic coupling marine gears.

And, a full range of sizes, too, in Twin Disc Front Power Take-Offs, with clutches from 6.5″ to 24″ single-plate, and from 11.5″ to 24″ double-plate, with capacities up to 650 hp. Check your requirements, then write for specific literature.

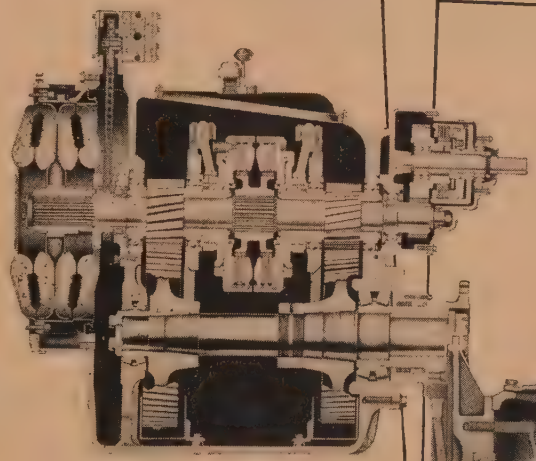
A FULL RANGE OF SIZES

Based on continuous engine output rating

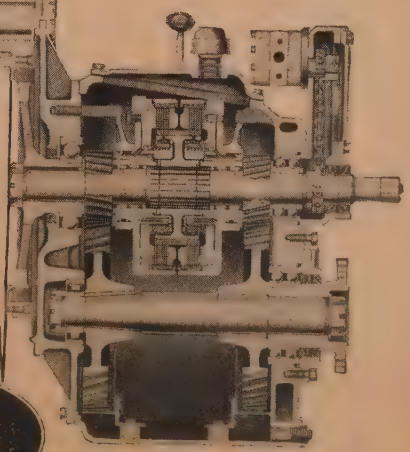
Model	HP Capacity	Engine RPM
MG-61	40-110	900-2500
MG-165	105-175	1200-2000
MG-200	90-175	600-1500
MG-201	120-180	600-1000
MG-175**	85-205	900-2100
MGH-220*	80-230	1200-2100
MG-302**	150-275	600-1500
MGH-340*	150-340	700-1500

*Hydraulic coupling gears: can be equipped with HYDRO-TROLL variable-fill coupling to multiply reduction for slo-speed.

**With rubber block drive.



MGH-340: Hydraulic coupling to smooth the power, hydraulically-actuated for fast, positive response . . . plus optional equipment, the sensational HYDRO-TROLL. That's the Twin Disc Model MGH-340, to handle up to 350 hp.



MG-175: Synthetic rubber caps—"rubber-in-compression"—cushion the drive and permit a reasonable amount of axial and eccentric misalignment on the Twin Disc Model MG-175, a Marine and Reverse Gear handling up to 205 hp which is only 20 inches in length overall.

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CLUTCHES AND HYDRAULIC DRIVES

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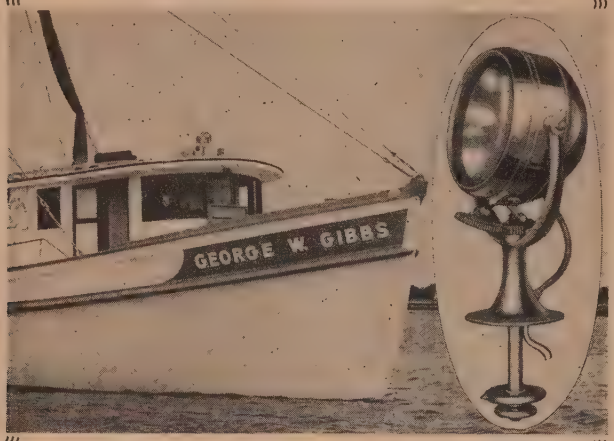
"HALF-MILE-RAY" — "ONE-MILE-RAY"
SEARCHLIGHTS



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216 WILLIAM STREET • NEW YORK 7, N. Y.

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Fancy Dungeness
CRAB MEAT

Dungeness crab, as WHIZ cans it under the "Golden Mist" label, is a seafood delicacy of true distinction, with all the flavor and savor of fresh crabmeat caught and kept for you by high standards and painstaking workmanship.

WHIZ also offers fancy canned Salmon and Albacore Tuna under the "Golden Mist" label.

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Producers and Distributors of Selected Sea Foods
2000 Alaskan Way, Seattle 1, Wash.

hy·wave fillets

Attractive one-pound packages in handy home refrigerator shape. Available varieties: LING COD, PACIFIC COD, ROCK FISH, SOLE, HALIBUT, SILVER SALMON, CHUM SALMON, PINK SALMON.

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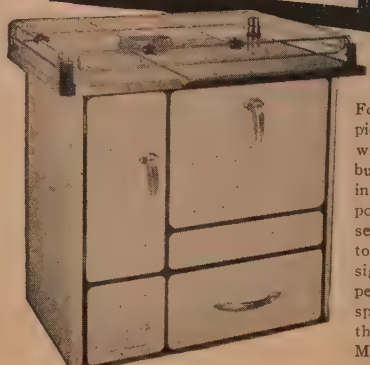
FISHERMEN'S CO-OPERATIVE FEDERATION	EUREKA CO-OPERATIVE FISHERIES, INC.	HALIBUT PRODUCERS CO-OPERATIVE FRESH FISH DIVISION

King of the Galley!

The OLYMPIC OIL BURNING GALLEY RANGE



Four streamlined Olympic models now offered, with fully-concealed oil burner. Have a gleaming porcelain finish . . . polished top . . . plated sea rails . . . yes, they're tough, but beautiful! Designed and engineered especially for oil with NEW space-saving lines. See them at your nearest Marine Dealer!

Washington STOVE WORKS
EVERETT WASH.
OLYMPIC
ALASKA
NEPTUNE

...'ve Heard About ...overing "Confidence

...ristmas wasn't all it might have ... for Louis Zuvich and his *Con...ce*. A couple of days before the ...day he discovered his boat had de...ped a leak and had sunk in 20 ft. ...ater at Fisherman's Dock, Seattle. ...he boat had gone down so that it ...at a terrific angle with only the ...f the stem and the flying bridge ...ving above water.

...n Christmas Eve Leiter Hockett, ...liver, went to work on it and late ...ight finally had her up and ...ped out. After finding the cause ...he leak, she was taken to the Sag... yard and hauled out and re... ed. No serious damage but every... g was pretty well soaked.

...w Clipper Grounds ...ile Taking Refuge

...he new tuna clipper *Southern Pa...* ran afoul of Oregon weather just ...ore Christmas and took refuge in ...s Bay. There wind caused the ves... to drag anchor and put her on the ...ch. Apparently the vessel was not ...ly damaged and crew members re... ted a Coast Guard cutter pulled ... clipper into deep water and towed ... to a more sheltered anchorage.

...he boat, captained by co-owner ...n Brito of San Diego, was en route ...San Diego from her yard of build... in Tacoma. She will fish for ...nch Sardine Co. Aboard the ves... with Brito were Pat Malone, en...eer and John Silva, co-owner.

Meeting at Ensenada, Lower California, recently to discuss fishery matters and marine equipment during 1952 were the following, left to right: Matias Arjona, M., manager, Naviera y Comercial, S.de R.L., fishing permit brokers; Capt. Manuel Souza, owner-skipper, San Diego tuna clipper, "Mary S"; Peter Bullen, successor to Drake & Bullen, Inc., San Diego marine equipment dealer; Capt. Felix Iniquez, head of Servicios Maritimos del Pacifico, S de R.L., fish tendering and freight service, Ensenada to west coast Mexican ports.

"Pacific Explorer" Sold To Zidell Co., Portland

Bid of Zidell Machinery & Supply Co., Portland, for purchase of the experimental fisheries factory ship *Pacific Explorer* for a price of $181,387.87 was accepted in January by the Maritime Administration.

Under terms of the bid, the vessel cannot carry cargo or passengers in foreign trade within 10 years of sale. Buyer must agree not to scrap the vessel, but to keep it as an operating unit for at least five years.

Pacific Explorer was built in 1919. In 1945 she was converted into an experimental factory ship for operation under contract with the Department of the Interior. She made two cruises under operating contract with Pacific Exploration Co., one to freeze tuna off Central America, and the other to can crabs in Bering Sea.

She is equipped as a crab cannery, fillet and whole fish freezer, and reduction plant.

Lindstrom Heads Co-op

A. D. Lindstrom is the new president of the Eureka Cooperative Fisheries, following annual elections. William Hill was named vice president and Melvin Matson secretary.

Directors were named as follows: Karl Engberg, for Eureka; Fred McKella, for Fort Bragg; Vern Hague and Leonard Wilson, for Crescent City.

Coincidental with the election, the organization held its annual business session, when reports for the past year were presented and plans were outlined for the coming season, particularly in the crab field.

The company recently has installed a new cooker and packer at the Eureka plant to facilitate operations at that point.

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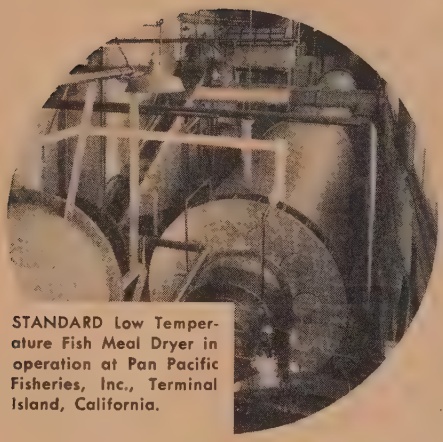

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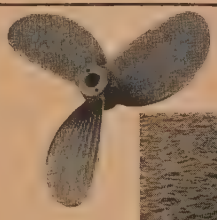
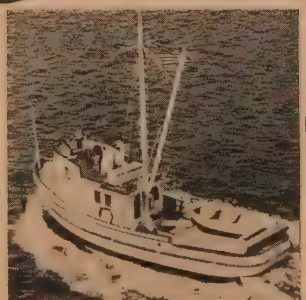


Lambie

PROPELLER COMPANY, Inc.



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SEATTLE OFFICE — 1844 WESTLAKE NORTH

LINES and LEADERS

Diego Marine Hardware iness Changes Hands

n Diego Marine Hardware, San Diego been acquired from Bob Ingram, by a p headed by John Harrison, president; ard Mitchell, vice president; Law- e Brown, vice president; Alfred Vin- Jorgensen, secretary, and Raymond hell, treasurer.

e principals are operators of marine lware stores in San Pedro, Terminal d and Newport Beach. Raymond and ard Mitchell run Marine Hardware pany; San Pedro; Alfred Jorgensen Lawrence Brown operate the Balboa ine Hardware at Newport Beach. n Harrison, who will manage the San go store, was formerly with Marine dware.

stern Waxed Paper Has zen Pack Sales Division

estern Waxed Paper Division, Crown erbach Corporation, San Leandro, f., has announced a revision and ex- sion of its sales organization. Karl estenfeld, formerly chief of all sales vities for the San Leandro division, tinues as national sales manager, in rge of frozen food and other carton ps. Roy Packer is newly appointed to d up the other sales staff that will con- trate on bakery products as well as general line of waxed paper. The for- , long associated with Western Waxed er, and well-known to packers, brokers distributors of frozen foods all over United States, stated that this move been made necessary by increased s in both national and regional mar- s.

is anticipated that the new sales policy l enable Western Waxed Paper Divi- to render better service to customers more frequent contacts by men espe- ly trained and thoroughly familiar with tomers' particular requirements.

l Wuestenfeld handles frozen food kaging sales for Western Waxed Paper.

Roland Akse Manages Sunde Fishing Department

Sunde and d'Evers Company, pioneer Seattle marine supply house, announces the appointment of Roland Akse as manager of their commercial fishing department and cannery representative.

Mr. Akse comes to the new job with a number of years experience as a commercial fisherman, having spent some 11 years on seiners, draggers and gillnetters.

Born in Astoria, Mr. Akse learned the ways of the salmon the hard way from the business end of a Columbia River bow picker. As a matter of fact, at one time he owned one and got his stake to attend college that way.

He graduated from the University of Washington and spent the war years running a landing barge for the Coast Guard.

Roland Akse, advanced by Sande & d'Evers Co.

Jack L. Utter Joins Staff Of the Wix Cooler Co.

The Wix Cooler Company of Seattle takes great pleasure in announcing a new firm membership. Jack L. Utter, a graduate engineer with many years of valuable experience, was just added to the staff of Wix Cooler Company. Mr. Utter, formerly of New York State has assumed the duties of production supervisor. In 1943 Mr. Utter came to the Northwest with the DuPont organization and more recently has been a division engineer for the General Electric Company at the Hanford Atomic Energy Plant. Wix Cooler Company is extremely grateful for his 30 years of varied engineering experience. Mr. Utter will also assist John Weiks, who is chief engineer for the company.

The Wix Cooler Company also announces the appointment of the following manufacturer's representatives and distributors:

Hopkins Engineering Company, with offices in the General Motors Building in Detroit, will represent Wix Cooler in Michigan, Wisconsin, Illinois, Indiana, Ohio and the District of Columbia. Harry E. Carlsen, of Washington, D. C., will represent Wix Cooler in New York and four surrounding states. Correct Craft, Inc. of Titusville, Florida was appointed distributor for the very popular Wix Galley hot water system for the state of Florida with a dealer in Cuba.

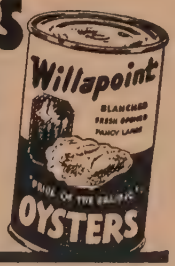
R. T. Puelicher of Pasadena, Calif., has represented the Wix Cooler Company in his state and in Arizona since 1940, while the J. B. Hickman Company of Seattle has represented the company in Washington, Oregon, and British Columbia since 1947.

Jack L. Utter, experienced engineer, who recently joined the Wix Cooler Co. as production supervisor.

Waldo Mordini joined the sales staff of Interstate Tractor and Equipment Co., Oregon "Caterpillar" distributors, General Sales Manager George J. Altstadt disclosed recently in Portland. He comes to the firm directly from Caterpillar Tractor Co. where he worked 4½ years as service representative and in sales capacities.

Willapoint OYSTERS

—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!



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…les P. Domm, now manager of sales …art and Burns' marine division on the entire Pacific Coast.

…rles P. Domm Handles …t & Burns Coast Sales

…harles P. Domm, widely known marine …ts and coatings sales specialist, with …first of the year was advanced to the …tion of manager of Hart and Burns' …t coast marine division, with territory …tching from San Diego to Vancouver, …

…r. Domm had been in charge of sales …Hart and Burns products in the Pacific …thwest territory for some time. In or… to have his headquarters more cen… y located in his expanded territory, … Domm has moved from Portland to …keley, Calif., where he makes his head…rters at 1242-B Milvia St.

…R. Weckel has been named to the new …tion of general sales manager of Sperry …scope Division of The Sperry Cor…ation, **G. S. Starke**, vice president for …s, has announced. For the time being, …will also continue as director of com…rcial sales.

…. E. "Brud" Brudford, formerly with … engineering department, Fisher Re…rch Laboratories, Palo Alto, is now …ciated with Cromwell & Webster Ra… Service, San Francisco, according to …rris Webster, president of the com…y.

…an Diego Marine Const. Co.
SHIP CONSTRUCTION and REPAIRS
Marine Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF.

Marine Hardware Adds Steelcote Distribution

In December, Raymond Mitchell, manager, Marine Hardware Company, San Pedro announced the company had taken on distribution for Steelcote Manufacturing Company's protective coatings for steel and wood fishing vessels and cannery interiors. Associate marine hardware concerns, such as Balboa Marine at Newport Beach, and San Diego Marine Hardware, give Steelcote products complete coverage of the commercial fishing field in Southern California. Charles C. Erskine, Jr., Los Angeles, is Pacific coast sales representative.

General's Monterey Marine Service Station Improved

Tom Russo, manager of the General Petroleum marine service station on the Municipal Wharf in Monterey has made a number of improvements to his plant lately.

A new warehouse has been provided for the storage of oils, greases, and other merchandise, and a bigger gasoline tank—this one holding 8,300 gals. has been installed.

Witte Diesel Dealers Named For Puget Sound Ports

Norbit O. Megorden of the Megorden Machinery Co., Clearwater, Wash., distributors for Witte diesel power units and diesel electric plants in the state of Washington, has announced the appointment of three new dealers; Robert M. Ruby, Bellingham, Wash.; Lester Northrup, Port Angeles; and Don Bidwell of Diesel Engineering, Seattle.

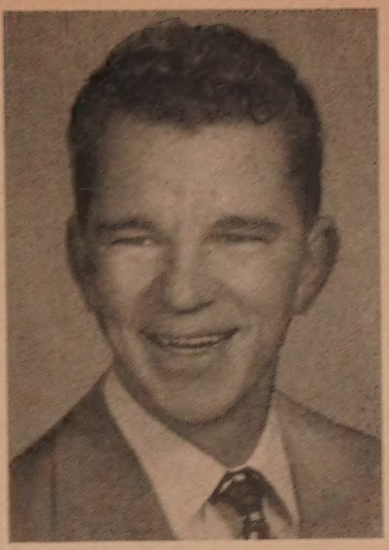
Witte diesel electric units supply power for lights, pumps, winches and other auxiliary purpose, with a power range from 4 to 12-hp. There is also a Witte marine diesel power unit designed especially for small boat propulsion which develops 9-hp. at 1250 rpm.

Hall-Young To Handle Westinghouse Air Controls

Hall-Young Co., Fishermen's Wharf, San Francisco, has been appointed northern California distributor for the Westinghouse Air Brake Co. line of pneumatically operated marine clutch and engine speed controls, according to **Tom Hall**, partner in the company.

Recently completed jobs at the Northern Commercial Co. in Juneau include work on Roger Bailey's **Norlin**, which got a new stern, replacement of planking, deck recovered, new bulwarks and rudder post and hull painted.

Homer Saxon's **Jeannine** has had a new forefoot and minor repairs.



Webb Hurt, who has been appointed sales manager for the San Diego operations of Shepherd Marine.

Shepherd Marine Advances Webb Hurt in Sales

Shepherd Marine (formerly Shepherd Diesel Marine) Los Angeles and San Diego, recently announced personnel changes. Webb Hurt has been appointed sales manager for San Diego operations. He has come up through the Shepherd organization and is well experienced in machinery work. Roger Sloan is the new store manager. He has been a member of the Shepherd staff at San Diego for two and a half years. Perry Hardin and Frank Chalupnik continue in their work as parts and service managers, proven specialists in their fields.

The home office of the Commercial Fishermen's Inter-Insurance Exchange has moved from the Fishermen & Merchants bank in San Pedro to 411 Seventh St., announces **Stanley Brummel**, manager.

In the story on the tuna clipper **Equator**, appearing in the November issue, it was stated the tuna tender was an 18' Kettenburg. This was incorrect as the power tender was supplied by Driscoll Brothers Boat Works, San Diego. The error was inadvertent and we are glad to print the correction.

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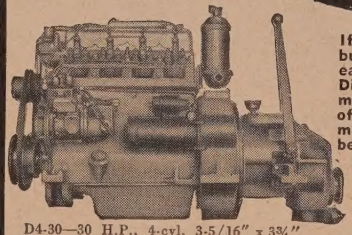

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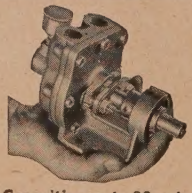

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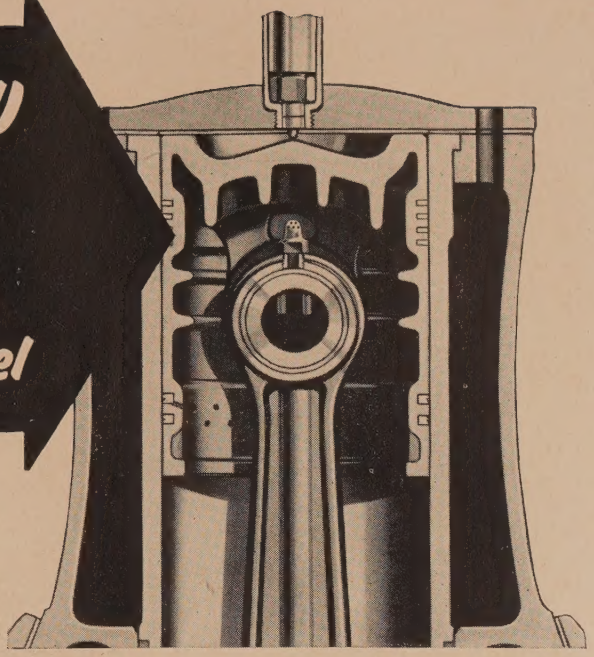

ILLUSTRATED at the right in cross section is the combustion chamber of the Murphy Diesel. Note that it is plain and open with no artificial devices to effect combustion. In operation, completely atomized liquid fuel is sprayed directly into all parts of the air charge by means of the unit injector located in the center of the combustion chamber. Since the fuel burns immediately upon injection into the incandescent air charge, combustion is controlled solely by the unit injector, which in turn is precisely controlled by the hydraulic servo-type governor. This is "true" diesel operation.

To the Murphy owner it means more power from each drop of fuel and less wear and tear on the engine . . . lower costs in all ways.

More details on "true" diesel operation as well as other Murphy features are given in the booklet "10 Questions to Ask a Diesel Engine Salesman." Ask your Murphy Diesel Dealer for a copy or write direct.

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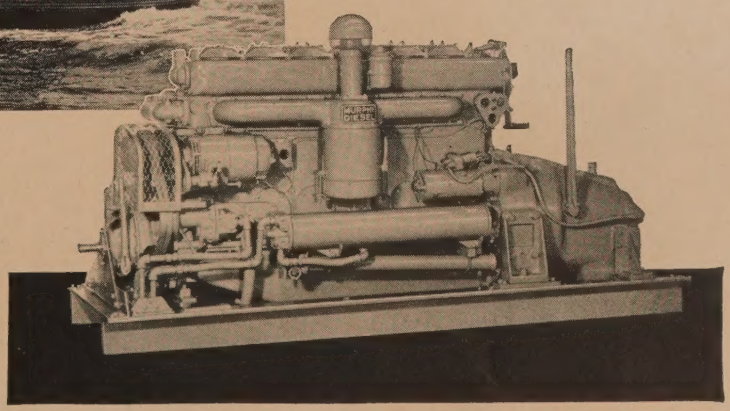
MURPHY DIESEL



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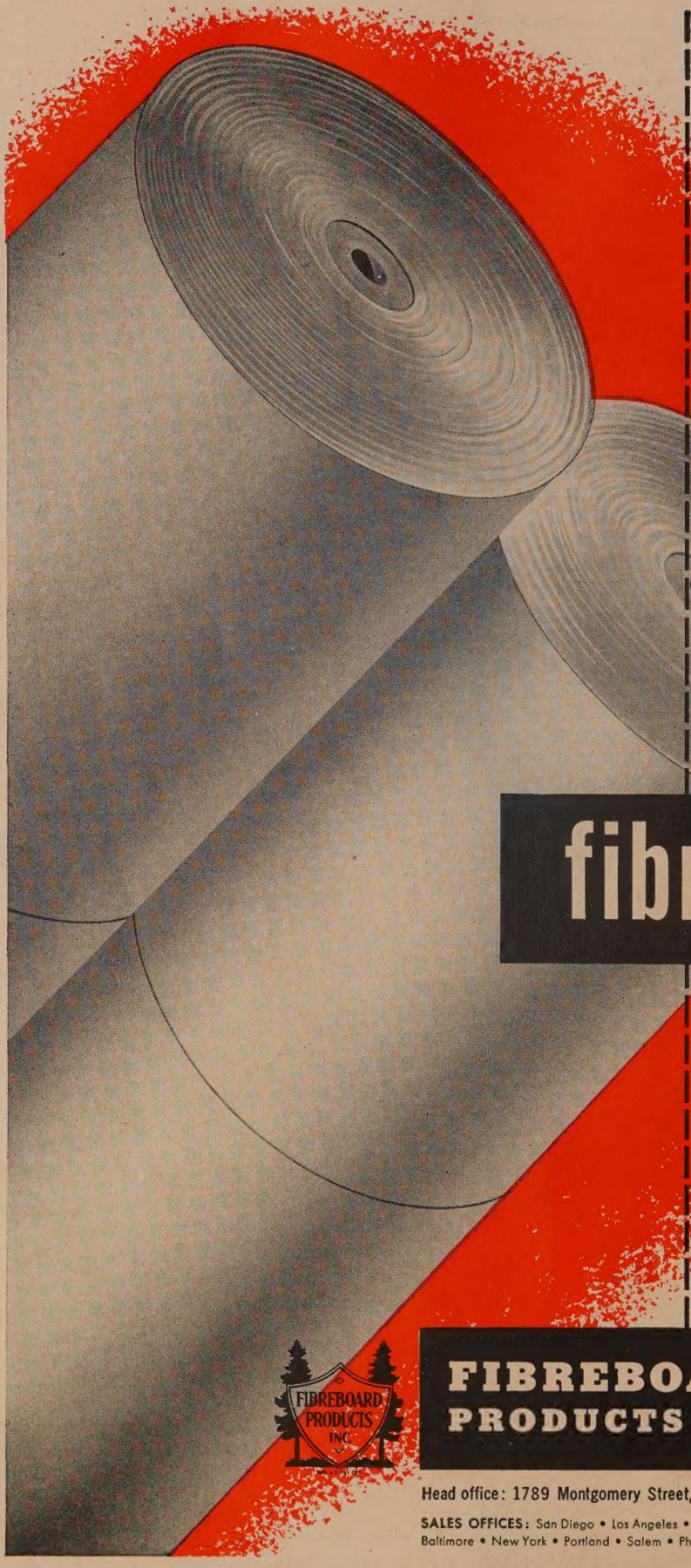
Murphy Diesel marine propulsion engines and auxiliaries from 90 to 205 H.P.; marine type generator sets from 60 to 140 K.W.



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